THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER VOLUME V NUMBER 47 December 19, 1968

CYCLE NEWS

MINI-MARVEL (See page 11)

WEST 25¢

CYCLE NEWS
5477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

Nov. 29: 250cc 50 lap Championship race, 100cc heats.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Children under 12 free. Info: (213) 424-0961.

SHORT TRACK & TT at Orange County Speedway. Sportsman only Starts 2 p.m. 125 & 250cc classes.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 11 a.m. Info: (714) 247-7473 evens.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point. Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Pac. 8 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

SAT., NOV. 23, 30 & DEC. 7th

INDOOR SHORT TRACK RACES by Bob Barkhimer Assoc., Inc. AMA sanc. County Fair Expo Building, 344 Tully Road, San Jose. Pit gate 6 p.m., trials or warm-ups 7 p.m., races start 8:30 p.m.

SATURDAY, NOVEMBER 30th

2nd ANNUAL BARSTOW TO LAS VEGAS PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by San Gabriel Valley M.C. Dist. 37 pts., 185 mi. desert terrain. Limed from Minneola Rd. offramp approx. 12 mi. no. of Barstow, Cal. on Vegas Fwy. For info contact SGVMC, P.O. Box 813, El Monte, Cal. 91734.

SAT., NOV. 30 & SUN., DEC. 1st

INTER-AMERICAN MOTO-CROSS SERIES at Carlsbad Raceway, Carlsbad, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

SEE AD THIS ISSUE

SUNDAY, DECEMBER 1st

SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal., starts 1 p.m.

HARE SCRAMBLES by the Marin County M.C. at China Camp, Cal. Limed from Marin County Civic Center, San Pedro Rd., Turn-off 101, just north of San Rafael. Sign-up 9-11, race noon. $3 ride, $1 watch. Info: Jim Howland (415) 897-5901.

MOTO-CROSS BY Ridge Runners M.C. at De Lavega Park, Santa Cruz, Cal., limed from Hwy 1 & Morrissey Blvd., prac. 9-10:30 a.m., race 11 a.m., for info call (408) 426-4161.

IRON HORSE ENDURO by Bay City M.C. at Lucerne, Cal. For info, Bay City M.C. c/o Ralph's Motorcycles, 1105 Solano Ave., Napa, Cal. 94558.

TT SCRAMBLES at the Adelanto Track on Hwy 395, Adelanto, Cal. Sign-up closes 11 a.m. for all classes. 500cc 20-lap main event. Info: (213) 927-3860.

TOYS FOR TOTS POKER RUN – Admission, one toy and 50¢. Starts 8 a.m. at Eagles Lodge, 4684 S. Saviers Rd., Oxnard, Cal. U.S. Marine Corps charity, spons. by Oxnard M/C.

EUROPEAN SCRAMBLES by the Desert Challengers at Deadman's Point, Apple Valley, Cal. Three 1-hr. races. Info: (213) 845-6448.

3rd ANNUAL HARE SCRAMBLES, by the Cycliens of Bakersfield. Limed from Bakersfield Speedway. AMA sanc., race at noon. Info: Wendyl Aragon (805) 831-2121.

HARE SCRAMBLES by the Marin County MC at China Camp. Limed on Hwy 101 at San Pedro Road just north of San Rafael. AMA sanc., sign-up 9-11 a.m., race at noon. Info: George Schaffer.

FIRST ANNUAL HUNTINGTON-HUNDRED 250cc to open, 100-lap main event. Prac. 9 to 10:30 a.m., elimination, 11 a.m. to 1 p.m., main event 1:00. By the Huntington Beach M/C at Huntington Beach Cycle Park. TV set for first. Info: (714) 962-1743

BENEFIT RUN at Pastime Lake by the Nuggets of Southern California. From Riverside Freeway south-east 11 miles on Van Buren Rd. to 395, south 3 miles to Martin Rd., east 12 miles to Pastime Lake.

SATURDAY, DECEMBER 7th

SCMA Christmas Party & installation of officers. 8 p.m., Hawaiian Gardens, Lions Hall. $5 couple, $2.50 single, no minors.

SAT. & SUN., DEC. 7 & 8th

INTER-AMERICAN MOTO-CROSS SERIES at Saddleback Park, Irvine, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289. **SEE AD THIS ISSUE**

SUNDAY, DECEMBER 8th, 1968

TT SCRAMBLES by Hi Boots M.C. at Dehesa track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

SCRAMBLES by Blue Barons M.C. at clubgrounds in Tacoma, Wash., AMA sanc. Info from club, 1606 S. Madison, Tacoma, Wash. 98405 or (206) SK2-7524

SOUTHERN NEVADA TT CHAMPIONSHIP by Vegas Valley M.C., Las Vegas, Nev. For info contact Tom's Cycle Center, 1030 S. Main, Las Vegas, Nev. (702) 382-6600.

3rd ANNUAL SNOW RUN HARD SCRAMBLES by the Nevada Trailblazers M/C at Reno, Nevada. Follow the lime from Hwys 40 & 395. Sign-up at 8 a.m., start 10 a.m. Info: 322-6323 Reno, or write Box 6075 Reno, Nev. 89503.

TUESDAY, DECEMBER 10th

MOTORCYCLE MOVIES by Barnacle Bill at 1846 Huntington Dr., Duarte (near Highland). Free, 8:30 p.m. Info: 357-3860

SEE AD THIS ISSUE

THURSDAY, DECEMBER 12th

SOCK IT TO ME. Race for space. (213) 423-0431. Tom (9-5 daily) SEE AD THIS ISSUE.

FRIDAY, DEC. 13, 27, FEB. 7, 14th

INDOOR MOTORCYCLE SHORT TRACK by Bob Barkhimer Assoc. Inc. at the Cow Palace, San Francisco, Cal. Pit gate 6 p.m., trials or warm-ups, 7 p.m., races start 8:30 p.m.

SUNDAY, DECEMBER 15th

INTER-AMERICAN MOTO-CROSS SERIES at Guadalajara, Mexico. For info & entries contact International Moto-Cross 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

MOTO-CROSS, by Placerville M.C. – Limed on Hwy #50 4 mi. west of Placerville, Cal. AMA sanc. Mail entry til Dec. 1, $2.50, P.O. Box 311, Placerville, Calif. 95667. Post $3.50, for info call 622-0549.

CALIFORNIA STATE CHAMPIONSHIP MOTO-CROSS at Carlsbad. Mail entry $5, post $10. Entries close Dec. 10. P.O. Box 124 Reseda, Cal. 91335. Info: (213) 886-3116. **SEE AD THIS ISSUE**

ACA FINAL NATIONAL PTS. ROAD RACE at Riverside National Raceway. All classes G.P. Production & Sidehacks. Prac. 9 a.m., race 11:30 a.m. Pit gates open 8 a.m., close 10 a.m.

SEE AD THIS ISSUE

MOTO-CROSS at Deadman's Point, Apple Valley, Cal. by the Desert Challengers. Free entry to riders, big trophies. Prac. 8:30 a.m., first race 11 a.m. Info: (213) 845-6448.

SUNDAY, DECEMBER 22nd

TT SCRAMBLES by the Coachella Valley M.C. at Perris, Cal. AMA sanc. Dist. 37 point run. Prac. lightweight 8 a.m., heavyweights 12:30 p.m. Races: lightweights 9 a.m., heavyweights 1 p.m.

ROAD RACE at Carlsbad raceway. All licenses O.K. All classes. Info: Box 124, Reseda, Cal. 91335 or call (213) 886-3116.

DEC. 21, 1968 to JAN. 6, 1969

VACATION FOR CYCLE NEWS. There will be no paper published during the first and last weeks of the year. Happy holidays!

WEDNESDAY, JANUARY 1st

27-MILE PONDEROSA HARE SCRAMBLES by Greyhound M/C at Ponderosa Ranch, 15 miles east of Lancaster on Ave. J. Trophies to 50% of entries. Info: (213) 367-2907.

SUNDAY, JANUARY 5th

SAW MILL ENDURO by North Bay M.C. at Santa Rosa, Cal., AMA sanc. For info write North Bay M.C., 415 Davis Street, Santa Rosa, Cal.

SAT. & SUN., JAN. 11 & 12th

HANGTOWN MOTO-CROSS by the Dirt Diggers North M.C. in Placerville, Cal., 45 minutes east of Sacramento. Ltwts. Jan. 11, hvwts. Jan. 12. Starts 10 a.m. sharp. Junior & senior, 125cc, 250cc & Open. Any competition cards accepted. Info: P.O. Box 338, Orangevale, Cal. 95662, or call (916) 988-4725.

SEE AD THIS ISSUE

SUNDAY, JANUARY 19th

WINTER ENDURO by the Sonora Pass M.C., starting from Confidence, Cal. AMA sanc., First rider out at 9:01 a.m. Info: Box 259, Sonora, Cal. 95370.

CARLSBAD MOTO-CROSS CALENDAR '69

Here is the schedule of moto-cross events by the Californian Moto-sport club at Carlsbad International Raceway for 1969:

January 12, March 23, April 13, May 11, June 15, July 20, August 24, September 21, October 19, November 23, December 21.

February 23 will be a grand prix race, no moto-cross on that day.

Track sources said all licenses will be accepted: AMA, AFM, ACA or PARA. Riders are covered by $3,000 medical insurance. Ambulances and attendants at all events.

Entrants ride three times. Prize money for experts, trophies for juniors. All race contribute to end-of-the-year trophies.

Riders must have three large well-painted number plates, AMA, ACA, or AFM number.

DEC. 12

See page 17

THIS CHRISTMAS GIVE CYCLE NEWS

GIFT SUBSCRIPTIONS TO YOUR FRIENDS & FAMILY.

PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

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CITY _____

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If you wish, a gift card will be sent shortly before Christmas announcing your gift.

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CORRECTION PLEASE!

In last week's editorial "Trade Association and Hard Times," American Safety Equipment Corporation, makers of Buco helmets and accessories, was erroneously listed among companies who are not supporting members of the Motorcycle, Scooter & Allied Trades Assn.

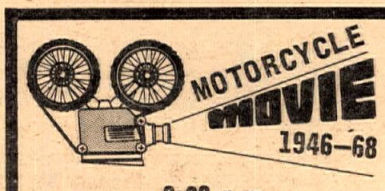
Although Buco executive Tom Johnson was attending another meeting at the time described in the editorial, Buco is a member of MS&ATA and should have not been counted among the freeloaders.

S.C.M.A. Dec. Meeting

The main business at the SCMA's December meeting will be the nomination and election of officers. Nominations will be made by reps and voted on by the general membership present.

The officers will be installed at the Christmas Party to be held December 7, at the Lions Hall in Hawaiian Gardens, not in Anaheim as previously printed in the Calendar of Events.

Start of the semi-formal party will be 8 p.m. For more info contact Ellis Smith, 5849 Tanglewood, Lakewood, Cal. (213) 429-3557.



8:30 p.m.

DEC. 10th.

Class A – Hare & Hounds
Moto-Cross – Road Races
Flattrack
Admission Free
Barnacle Bill's Tavern
Serving Beer and Wine
1846 E. Huntington Dr.
Duarte, Calif.
Phone 357-3860

HANGTOWN
MOTO-CROSS
Placerville, Cal.
JAN. 11 & 12, 1968
By: Dirt Diggers No. M.C.

SAN DIEGO
INTERNATIONAL MOTO-CROSS

LOCATION
CARLSBAD RACEWAY

Take San Diego Freeway So. To Palomar Airport Road (Just South of Oceanside) Go East 7 miles to Entrance (Follow the Signs off Freeway)

SATURDAY NOV. 30

Sportsman Classes 0-125 0-125 Sr. 250
Plus 250 International

ENTRY $10.00 all Lic. Accepted

Trophies & Awards to Sportsman Riders Post Entries Accepted.

SUNDAY DEC. 1

Sportsman Classes 251-500 & Open
Plus 500 International

ALL SPORTSMAN RIDERS WELCOME

OFFICIAL ENTRY BLANK

Name of Event Entering _____

Name of Entrant _____

Address _____ City _____ State _____

Make of Motorcycle _____ Class _____ Jr. ____ Sr. ____

Int. Competition No. _____

Issued by _____

Enclosed please find my $10.00 entry fee. I understand that this fee will be used as purse for the event I ride and will also pay for the insurance covering me during this event. I understand that I must have an FIM International license to be eligible to ride in the European race. (If entrant does not have this license, application may be made at the course.) I hereby declare that I am physically fit to ride a motorcycle in competition in the above named contest.

In entering the above mentioned contest, I agree to act in full accordance with MICUS and FIM rules and regulations, and further agree to hold blameless the MICUS, FIM, International Moto-Cross, affiliates, representatives and agents the track (or course) owners, lessees, the entrants, and mechanics, each and every one of them for any loss, damage or injury, fatal or otherwise, to myself or my property, and whether or not occasioned or contributed to by reason of negligence or the MICUS, FIM, its officials, affiliates, representatives and agents, the track (or course) owners, lessees, the entrants and mechanics, and assume full responsibility for any such loss, damage or injury, fatal or otherwise, howsoever occasioned or arising or in connection with this meeting.

I have read all the rules and regulations and statements printed above, and fully understand each and every item contained in this page.

SIGNATURE _____

If entrant is under 18 years of age, parental permission must accompany this form, and parents signature must appear where indicated.

SIGNATURE OF PARENT OR GUARDIAN _____

For Information International Moto-Cross, 4790 Palm Ave., La Mesa, Calif. 92103–Phone (714) 460-4289 or 460-8751

CALIFORNIA STATE
CHAMPIONSHIP
MOTO-CROSS
Presented by CMC
CARLSBAD RACEWAY
DECEMBER 15

ALL CLASSES Jr. & Sr.
0 – 125cc
126 – 250cc
251 – 500cc
Open

TROPHIES & AWARDS

Mail Entry $5.00
Post Entry $10.00
All Lic. Accepted

CAMPING OK (Gates close Sat. night at 11 p.m.)
ENTRIES CLOSE DECEMBER 10th
Make entries payable to C.M.C., Box 124, Reseda, Calif. 91325
For info. call (213) 886-3116

aca
American Cycle Assn.
P.O. Box 247
Fullerton, Calif. 92632
(714) 528-4290

RIVERSIDE
INTERNATIONAL
RACEWAY
PRESENTS
Final National Championship Road Race
on famed 2.7 mi. road course
SUNDAY DEC. 15
FIRST EVENT 11:30
50 – OPEN G.P. & PRODUCTION
PITS CLOSE 10:00

Entertainment and Information from America's Biggest Undiscovered Motor Sport

"America's Weekly Motorcycle Newspaper"

CYCLE NEWS

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VOICES OF THE WEST

AGAINST ENGINE SIZE CHANGES

I wish to voice my opposition to the implimentation of the new AMA engine size rules in 1969 instead of 1970. Under the seemingly wide spread but false assumption that no major rules changes would go into effect until 1970 I have put a considerable portion of my yearly income into building a flat tracker for a local amateur to race next season.

I am willing to live with the fact that this motorcycle may be competitive for only one year. I am not willing to live with the fact that we will be giving away as much as 300cc the first time we take it to the track.

I am a private individual (Professor of Mathematics) and when I found myself involved in a system where it takes two months to get a frame and forks and where back ordering is the rule rather than the exception I felt that it was logical to start building early. I failed to realize that logic was not applicable to the system and certainly should not be applied to the behavior of the A.M.A.

JEFFREY R. DAVIS
Albuquerque, New Mexico

ENSENADA GRIPE

The nine members of the Gypsy Wheels who made the Ensenada Run would like to give you our impression of the run.

For the people who expected to camp out, facilities were essentially nonexistent – rocks and gravel to drive tent stakes in, or sewage-stenching beaches to sleep on. Many people returned home Saturday night. Although the advertising of the run implied a dinner on Saturday night, there was none, nor were there organized activities of any type whatsoever. Because the trophy presentation did not begin until 11 a.m. on Sunday, many people who had great distances to travel could not wait. We felt especially sorry for those who had ridden twice as far as we had. They felt it necessary to leave (as we did) very early on Sunday morning – long before the activities began. (We didn't even see a display of trophies.)

The amount of the entry fee we feel was exorbitant, considering that the only benefit therefrom was a silver pin. And the pin could have been purchased in Ensenada shops for about half the amount of the entry fee.

We hope that the disappointment and boredom experienced by all of the riders with whom we talked will not dampen enthusiasm for future events. As for the Gypsy Wheels, we hope to visit Ensenada again, but not on your tour.

RICHARD J. COX. Pres.
Gypsy Wheels M.C.
Ridgecrest, Calif.

ED. NOTE: "We are sorry that the facilities in Mexico are not what you are used to in the States. Nowhere did our advertising imply that dinner would be served. Ensenada has so many fine restaurants that we felt it would be like carrying coal to Newcastle. Too bad you missed the parade, the Ace of Clubs Drill Team performance and the trophy presentation on Sunday morning. Anyway, we are glad you liked Ensenada."

SADDLEBACK RESULTS

The following is a list of riders who rode the Oct. 6 Saddleback Grand Prix, but did not leave complete addresses on their entry blanks. They should contact me through Box 542, Capistrano Bch., Ca. 92624, so that I can send them their results. Some are eligible for trophies. Tillson Shumate, Harry Bandfield, M.R. Mahoney, Dan Daigh, C. Pumphrey, Don Prosser, Al Engleking, Ron Clawson, Tom Muto, Mike Pera, Kirk Willis.

DON DAY

LIKES WRIGHT'S ARTICLE

Congratulations on your article "So You Want to Ride the Desert", which appeared in the November 28 issue. I'm sure the article was a help to many motorcyclists.

With motorcycling interest continuing to grow, I feel there is a need for this type of helpful information in your publication periodically.

L.A. RAYNOR
Van Nuys, Cal.

DIFFERENT MAKE

I appreciate the fine article written by Tom Dilling in Cycle News December 5 issue about the Big Foot Enduro at Willow Creek, Calif. The article and results stated I was riding a Hodaka. I own a Hodaka but I was riding a 125cc Sachs which I was checking out for a dealer.

PAUL SCOTT MURPHY
Roseville, Calif.

MORE AMBULANCES

I think there should be an ambulance at all AMA races.

At the Visalia Ramblers M.C. cross country race for District 36A Nov. 17, there was a rider in a accident in which he received a broken foot. Two of the women from our club helped him back to his truck.

Then I left the races to show a friend of his how to get him to the Coalinga hospital, so I didn't get to see the finish of the race in which there were some of our club members riding.

GLEN JORDAN
Trail Trotters
Coalinga, Calif.

PRETTY SHODDY

Sunday, Nov. 17, the Rams M.C. put on an excellent race near Pearblossom, to be specific, at Hy. 18 and the L.A. County line.

There was an incident in the region of the pits that severly endangers the possibility of any events in this area in the future, including the Greenhorn Enduro.

About a quarter of a mile from the pit area are several houses, my father and myself have a small ranch in this area. During the laying out of the race course, my father talked to members of the Rams who assured that no one would be riding on our land. We have spent a great deal of time and money getting this ranch shaped up.

About 5:00 p.m. two riders on lightweight motorcycles rode onto the ranch, defecated, then set fire to a tree for good measure. The underbrush is quite thick in this area, and I think anyone who lives in California is aware of the danger of brush fire.

One of the several dune buggies in the area also took several spins on the ranch during the day.

Now we have one very peeved landowner who will oppose any effort to stage any more events in this area.

It was most likely non-racers who are responsible for these incidents, but if we are to have more races in or near populated areas, something will have to be done to prevent incidents of this nature, or there won't be any desert events left in California.

As a suggestion to help prevent future trouble with residents near our races: I noticed a Deputy Sheriff in the area in the morning, but not later in the day. Perhaps the sheriff would be willing to provide a Deputy as a deterrent to the uncivilized element. An offer to help pay the expenses for such services would go a long way I'm sure.

I hope that more races can be held close to town, driving to and from Red Mountain for a race doesn't appeal to me, not since the first time.

On the positive side, the Rams did put on a good race.

JOHN P. JOHNSON
Manhattan Beach, Cal.

Legislative Notebook

By Barbara Adams Dahms

FREEWAYS, MOTORCYCLES, AND IDLE ROADS

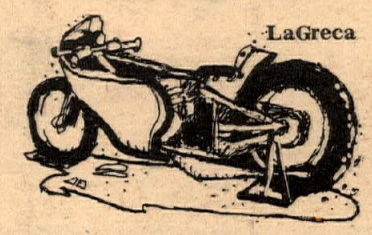
No one who has ever tried to get somewhere in a hurry on pre-freeway type highways would deny that the freeway system is a great and necessary improvement in motor transportation. But in the creation of the freeways there has often been a tragic and perhaps unnecessary waste...the destruction of the existing highway.

Super speed is not always the only requisite of travel. Almost forgotten in our haste is the pleasure. If this is true of automobile travel, it is even more so with motorcycle.

For all its utilitarian aspects the outstanding feature of the motorcycle is still the pleasure of riding. Ye the motorcycle rider is frequently confronted with the choice between freeway travel and going nowhere. In several directions, for example, there is no way out of Los Angeles except by freeway.

It is disconcerting to see the old road, sometimes a beautiful four-lane highway lie unused for many miles, chopped across in places to prevent its use and with all access torn up. What a recreational possibility waste!

With the billions spent for superhighway construction it would seem that the additional funds required to retain



the old as well as the new would be less than the overall value from such a double road system.

Where old roads have remained they are certainly used by at a much gentler pace.

We are, for good reason, all interested in governmental economy. No one wants to see tax money wasted. But provision for the needs of the citizens is an essential business of government; and a clear case can be made for a multi-type highway system.

Recreation need not begin only after the destination is reached. The trip there can be relaxing and invigorating. Yet we are often deprived of this part of our pleasure time, especially in the case of motorcycling where room to ride is so often far from our homes.

For the thousands of riders of smaller cycles the problem is even more acute. For these enthusiasts the bottleneck of freeway-only travel often requires riding on heavily travelled city streets or hauling the cycle to some distant point. Even bicycle riders mourn the passing of pleasant light-traffic roads.

Finally, and perhaps most important of all, there is the safety factor. Statistically the freeway is the safest place to ride but these statistics reflect only the small percentage of motorcycles that try to negotiate freeway traffic. Unquestionably the combatability of cycle and auto diminishes as speed and volume of traffic increases. And the hazards of city streets would be less were these more open spaces available for pleasure riding.

We are constantly confronted with the expanding need for recreational areas. While there is still time let's rescue these roads that have already been built.

COOLEY'S COLUMN

By Wes Cooley

The views expressed in this column are those of the columnist and are not necessarily the opinions of this newspaper.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's column.
—The Publishers.

FINGER TO THE LIPS

After last week's furor concerning Bryan Wade, I thought I would start my column out this week with a little thought to those of you who dwell a little deeper in the letters.

"Go placidly amid the noise and haste and remember what peace there may be in silence. As far as possible without surrender be on good terms with all persons. Speak your truth – quietly and clearly, and listen to others, even the dull and ignorant; they too, have their story. Avoid loud and aggressive persons, they are vexations to the spirit. If you compare yourself with others, you may become vain and bitter; for always there will be greater and lesser persons than yourself. Enjoy your achievements as well as your plans. Keep interested in your own career, however, humble; it is a real possession in the changing fortunes of time. Exercise caution in your business affairs, for the world is full of trickery, but let this not blind you to what virtue there is; many persons strive for high ideals and everywhere life is full of heroism. Be yourself; especially do not feign affection."

Many people have asked me questions concerning the Wade affair. As soon as this problem is straightened out between MICUS and the ACU, this column will carry "The truth about Wade's suspension", and I hope to be able to return to the Editor of Cycle News the Flying Fickle Finger of Fate award.

FIM Rule Changes

I have received the official minutes of the CSI meeting of the FIM, and a decision was made that starting January 1, 1970 in world's championship road racing the 125cc and 250cc classes will be limited to two cylinders, 6 gears, and the weight of the 125cc machines will be 75 kg. and the 250cc machines 100 kg., minimum. This will certainly help the privateer in competing in international road racing. Also, a new world's championship points system will take effect in 1969 with ten places being listed, starting with first place, 15 points, second 12, third 10, fourth 8, fifth 6, sixth 5, seventh 4, eighth 3, ninth 2 and tenth 1. The FIM feels in this way a great many more riders will have the opportunity to gain international points and the possibility of monetary help from the manufacturers of not only motorcycles but accessory equipment.

Also, next year, in all world's championship moto-cross grands prix the events will be 40 minutes plus two laps instead of the 30 minutes plus two laps which is used at present. More FIM information in future columns.

Santa Cruz Swung

Any of you who did not have the opportunity to attend the international motocross this week at Santa Cruz missed an excellent event. Many comments were made concerning the course, but this course, in some aspects, was closer to an international moto-cross course than any we have seen. One of the constructive criticisms made by the European riders was that the course lacked an area where the machines could be turned on to full speed. A lot of thanks should go to the Ridge Runners of Santa Cruz for their tremendous help in putting on this event. I think everyone will agree it was a very beautiful spot amongst the pine trees in northern California.

CIRCUS Comes to Santa Cruz

By Chuck Clayton
Photos by Chuck Clayton and Dale Ivan

(SANTA CRUZ, Calif. Nov. 23 & 24, 1968) Edison Dye's International Moto-Cross Circus came to town and once again put on a tremendous show of speed and form for the estimated 17,000 central California racefans lining the snow fences all around the twisty, rough 8/10 mile course.

Assisted by the Ridge Runners M.C. of Santa Cruz, Wes Cooley's crack team of ACA officials kept the action bubbling without a lull. Even the riders meeting was broadcast over the P.A. system, for an extra little touch of showmanship.

Happy Birthday, Joel

Joel Robert celebrated his 25th birthday on Sunday by winning both of his 500cc Senior motos going away. How one rider can go so fast while spending most of the race off the ground is still a mystery to astonished fans. Apparently Robert has found a way to get traction on thin air. His spectacular 40-foot leaps and crossed-up wheelies left no doubt in anyone's mind that he is still the reigning world's champion.

Adolf Weil, the Maico Marvel, was the hard luck man of the week. The likeable young German lapped all but the first four in the 250cc Senior Moto on Saturday, only to destroy his rear wheel in the first chase, and crash heavily in the second. He decided not to ride on Sunday, rather than push his luck.

The American amateurs were just along for the ride, so to speak. In the early laps of the Senior motos a tight bunch of Europeans would jet past, followed some seconds later by the fastest Americans. Montesa-mounted Ron Nelson led the home team to the checkered flag in both classes.

Crash! Bash! Bonk!

The rolling, loamy course took its toll of men and machinery, with Dave Bickers out of the second 250 moto (busted wheel) along with Chris Hammargren (broken

(Continued on page 6)

Above: Bryan Wade fought the good fight for Greeves. Right: Ron Nelson was first American in both international classes, Montesa mounted. Below: Joel Robert has just lapped Bob (26) Grossi and sets his sights on another American.

Above: Vlastimel Valek (foreground) gets passed by the birthday boy, Joel. Below: Dave Bickers leads a pack of Europeans up the hill and heading for the mud.

chain) and Torleif Hansen (wrenched leg). At this rate of attrition, the European teams are becoming decimated and it is fortunate that Torsten Hallman, out with injuries since the first round of the series, is sufficiently recovered to ride in the next two rounds at Carlsbad and Saddleback Park, California.

Junior classes were showcases for the up and coming American riders. Scott Diffenbaugh scored a decisive win in the 250 class on a twin-port Suzuki, even though one pipe came off in the last moto, dropping him back several places.

Steve Holliday outlasted and ousped his 500cc Junior competition to take the glory in that class. John Hately ended up third in overall points, but looked very good winning the first moto.

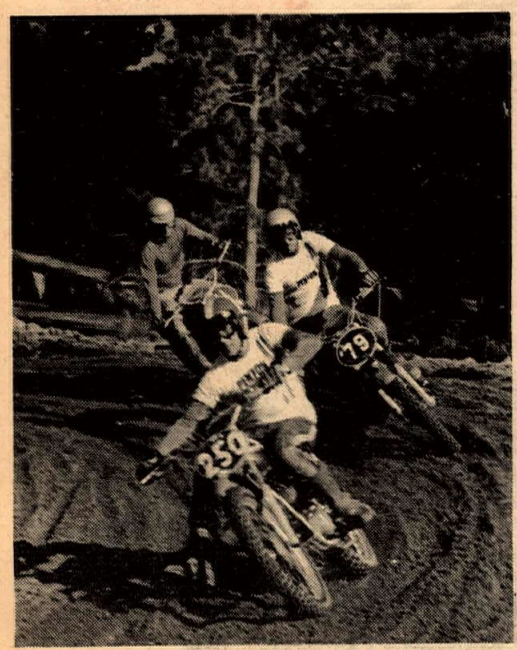
At the end of the two days' races five of the European professionals put on a 5-lap demonstration exhibition, filled with wheelies, long jumps, close passing and bunched-up, high-speed playing around that left the crowd thoroughly exhausted from excitement and 100% satisfied with another performance of the International Moto-Cross Circus.

(Results on page 16)

MORE PICTURES ON PAGE 17

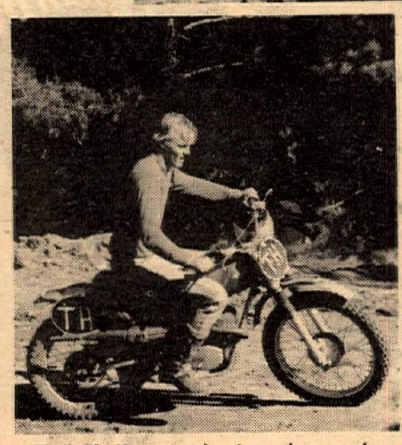
Now you know why the course was hard on wheels!

DE LAVEAGA PARK COURSE
Santa Cruz, California
8/10 mile — Scale Approximate
Map drawn by Dale Ivan



Above: Lars Larsson leads Gary Bailey and an unidentified charger in a 125cc moto. Right: unidentified 250cc Jrs. motor like phonograph needles through the groovy switchbacks.

Bryan Wade (left) and Dave Bickers in a pensive pre-race moment.

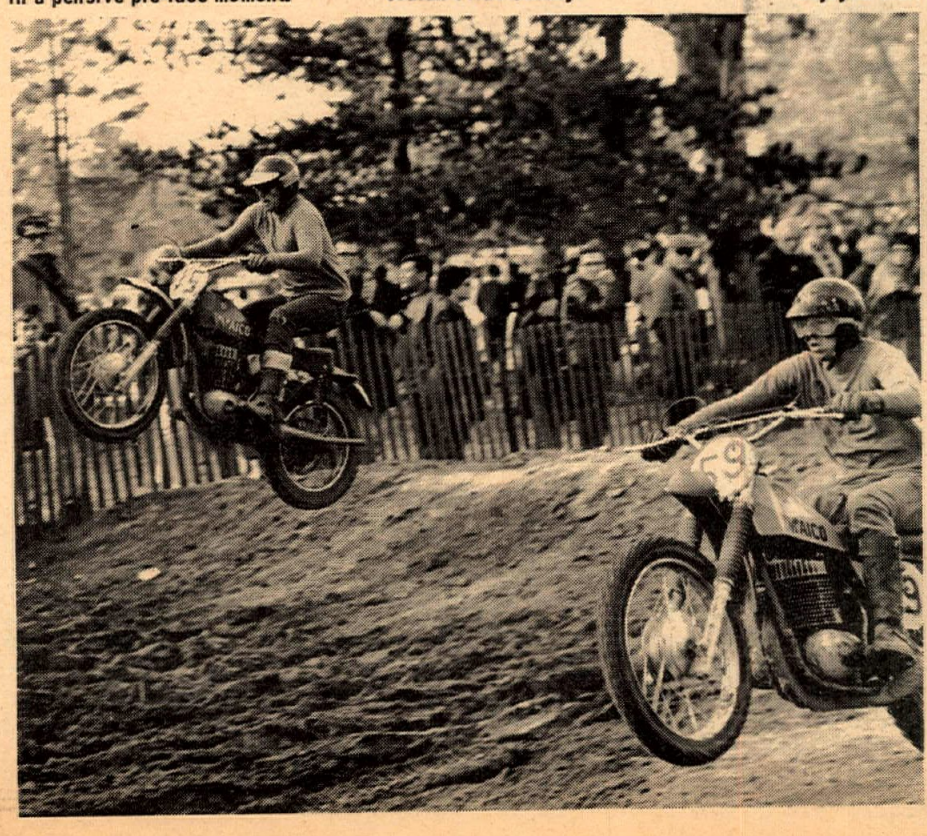


Torleif Hansen bent a leg and couldn't ride Sunday.

Lee Stillman and his dog "Peaches" enjoyed their first moto-cross.

Steve Goldberg ran away with both 125 Junior motos.

John Hately showed great promi in 500 Jr. class.



Left: John Maynard (15) won two 500 Jr. Motos, placed 19th in third, got 4th place on points(?). Above: long, long races left American amateurs plumb tuckered out! Right: Ghost rider in the sky....New Jersey's Barry Higgins.

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B Street
George Olsen – Triumph
101 mph – 12.98
B Mod.
Grant Hannah – Triumph
111.66 mph 12.07

Jr. Fuel
Art Huston – Triumph
132.80 mph – 10.78

WINNER
PERRIS
TT SCRAMBLES

Nov. 24, 1968

Open Expert Class
1st Butch Rotz – Triumph
2nd Terry Dorsch – Triumph
3rd Ben Fakkeldy – Triumph
Open Amateur Class
1st Don Dudek – Triumph
2nd Tom LaFortune – Triumph
3rd Tom Simpson – Triumph

Open Novice Class
1st Harry Armstrong – Triumph
2nd Dean MacKelpring – Triumph
3rd John Bole – Triumph

WINNER
Indoor Short Track
San Jose, – Nov. 23, 1968
Gene Romero
Triumph
250cc

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Dannenberg's Winning Bike Protested, Ruled OK.

PERRIS, Cal., Nov. 17 – Despite protests, riders jumping class, and being short of help, the Sportsmen M/C put on a good full day of racing. Aided by many of the regular scrambles riders, the Sportsmen, comprised mainly of the Hamm family, got a late start due to fog. However, the large turnout of riders got many laps of practice and racing.

Jack Dannenberg flat wailed in the 50cc Novice class and was promptly protested. Jack, making his first scrambles ride after being converted from a desert rider, was measured and found legal, according to rules of the District 37 Competition Committee.

"I think he'll get the TT jump record, don't you?"

The Committee met Thursday, November 21st, and declared his engine – with 5-porting and reed vales – legal.

Much later in the day, protests flared again as a number of small bikes cleaned house in the heavyweight division. All riders not listed in the results were disqualified.

50-100cc entries ran their program clear through before the 125-250cc riders got onto the track. The first two 50cc Am & Ex motos went to Yamaha ace Steve Nichols, but when Steve overdid a "wheelie-to-the-first-turn" effort, Honda-mounted Gary Caldwell came through for the overall win.

Aldana Fifth

Turning Amateur didn't slow young Troy McKee in the least as he defeated Hopetown winner and fellow Hodaka rider, Danny Hockie in the 100cc amateur event. The expert 100cc bash was nothing short of a free-for-all with so much talent that Ascot TT recordholder, Dave Aldana, had to settle for fifth.

Steve Nichols did a beautiful job in taking one of his first 100cc expert wins against the district's best. Fred Edwards warmed up for his 250cc win by running second, and new expert Richard Sweeney showed well by taking third ahead of low number contender Gary Scott.

There were so many 200cc entries that the Sportsmen saw fit to run them separately. Riding partners Gary Griffin and Cliff Brunson rode their Bultacos to a 1-2 finish in the Novice event. In the Am & Ex races Triumph Cub rider Andy Skeel was a real jet, taking the win over Sandy Armstrong (Bul) and Danny Hockie (Ossa).

250cc Amateur Vince Graves was really "gettin' it on" until his Bultaco ate its clutch, mainshaft and all! Then, K&N Yamaha pilot Loyal Penn took the win ahead of Sandy Armstrong (Bul) and Willie Hockie (Ossa).

As mentioned before, number one man, Freddie Edwards made it three class wins for the K&N-Yamaha combination by winning the 250cc Expert. Ascoter Stan Rogers smoked his way to second on a Bultaco while Klyde McGoFast (Bul) dragged not only his feet but everything else that would reach the ground (e.g. his tongue), to run third.

The big bikes ran on the long course and lightweight threat Jim Connally took his first big bike ride in many a moon. Jim cranked on his twin-exhaust Greeves to win the 350-500cc Am & Ex event followed by super-second-getter Sandy Armstrong (Bul).

Even with a rigid front end Butch Rotz swept the Open Experts on his Triumph. Terry Dorsch took second, also on a Triumph. Mike Posey fixed a broken coil wire that held him back in the first moto and broke up the Triumph string by finishing third on his BSA.

As far as the ultra-close heavyweight point race is concerned, Terry Dorsch made the most ground this week. While John Rice switched bikes and was disqualified, Ben Fakkeldy ran fifth in his event.

Don't forget the District 37 Championship TT Scrambles at Perris to be put on by the Lightweight M/C December 15.

Landguth Again at Perris, Ltwt. Pt. Battle Shaping

By Kirk McDowell

PERRIS, Cal., Nov. 16 – The District 37 lightweight points championship is already decided but the lightweight point duel at the Perris Night races couldn't be closer. Vince Graves and Richard Sweeney were only two points apart before tonight's races.

Graves, the 250 Bultaco ace, once again had to ride with the open class. Triumph-mounted Butch Landguth took the open win for the second week in a row, this time with a clean sweep of all three motos. Graves was just as consistent running second.

Tony Denius found a short cut that helped him get enough points for third, but track officials took a dim view of the Harley rider's originality and credited Loyal Penn (Yam) with the third place finish.

Kawasaki-pilot Richard Sweeney had more than his hands full in the 100cc expert class with the Oceanside Marauder, Chuck Claydon, and District 37's number two man Steve Nichols.

Claydon's Van Tech-Suzuki pulled off the trick of the night beating Yamaha-mounted Nichols, no small feat considering that Nichols blew Dist. 37's best in the weeds the next day.

Newcomer to the expert competitors showed us that any make machine can win. Of the four novice motos the best two were the C and D races.

Jim Howerton always rides the fire out of his Honda. His efforts were rewarded Saturday when he won the novice C motocross. Howerton was more consistent than second place Toby Stanford (B.S.) and third place finisher Whitney Blakeslee (Yam).

100cc novice D moto saw Tom Heard (Hod) and Peter Haas (Suz) running 1-2. They switched positions in the third moto and Ron Bell (Hod) swept in to take third away from Honda rider Mickey Jones.

125-200cc bikes were out in force. Class point leader, Loyal Penn, developed bike trouble early, and hard charging Andy Skeel rode smooth and fast to take the class win on a Triumph Cub. Skeel was followed by another Cub ridden by James "Henry" Hawkins and Yamaha 125 rider Bruce Kissalk.

Rick Talbot, Chet Burt, and Jerry Ayers swapped positions all night long before finishing in the above order to make it Harley, Bultaco, Husky in the 250 novice B event.

Doug Mason is making a habit of winning a 250 novice event and this week was no exception. The Yamaha rider was followed by a Bultaco with Bob Greenstreet up. George Gillespie rode his new Yamaha to third in this event and the 350 novice race as well.

The 350 novice was a real battle with a different winner in each moto. Gene Lay led fellow Honda-rider Bob Rudd going into the last moto. Rudd dug deep into his bag of tricks and pulled out a win in the last moto, dropping Lay to second.

500-Open Amateur was a Bultaco sweep in the first moto. Sandy Armstrong, Klyde McGofast, and Ron Killingsworth rode 200, 250, and 350 Bultacos for the 1, 2, 3 finish. By the end of the program, however, Triumph-mounted Perry Armstrong had earned third.

Now that the Ascot season has ended, how about some of you Class C riders grabbing an old desert sled and joining the fun Saturday night. The Perris Night races are non-AMA events, and in California even Class C Experts can ride this type of event. Practice starts just after 7 p.m., racing at 8 p.m.

(Results on page 16)

HUSQVARNA

WINS INTERNATIONAL MOTO-CROSS

SANTA CRUZ, CALIF.
NOV. 23, 1968
250 INTERNATIONAL
1st BENGT ALBERG
HUSQVARNA
SWEDEN

New Philadelphia, Ohio
10/27/68 – 250 Class
1st Bengt Alberg
Sweden – Husqvarna

Pepperell, Mass. 10/20/68
500cc Class
1st BENGT ALBERG
Sweden-HUSQVARNA
2nd CHRISTER HAMMORGEN
Sweden-HUSQVARNA
5th BILL SILVERTHORN
USA – HUSQVARNA

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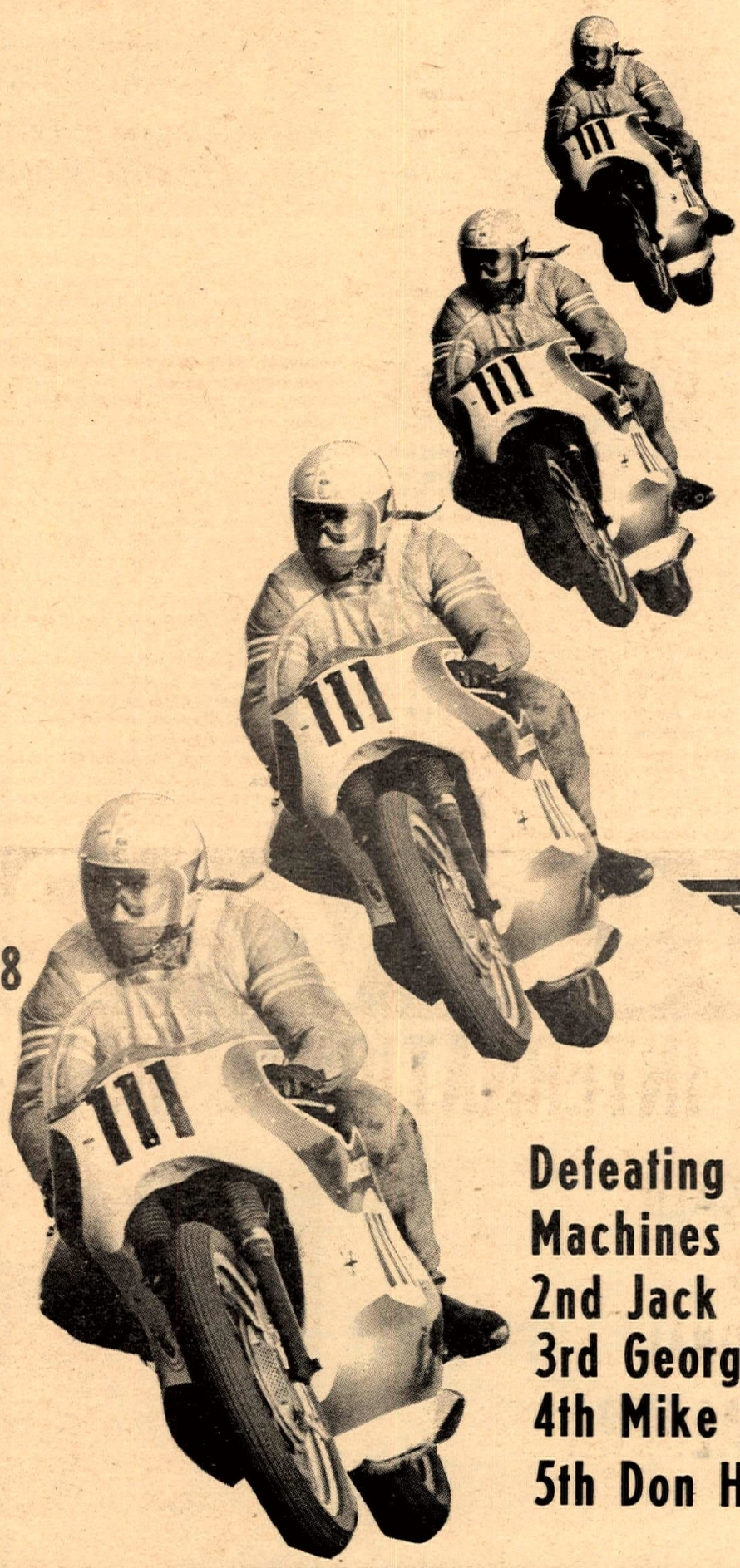
BOLDER BOLDER BSA GETS BOLDER FOR 69



Orange County International Raceway November 24, 1968 351-1000cc International Grand Prix Class

FIRST DON VESCO BSA 650cc

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2nd Jack Simmons - Norton
3rd George Kerker - Norton
4th Mike Duff - BSA
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250cc Ex. Class

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Clay Grabs One-Handed Sprint Win

Jackie Mott, 159Q, 250cc dirt track ace gets off to push as BSA Victor man Mike Lottridge tries to get by. Then...

Story and Photos by G. Robert Schwarz

COLTON, Ore., Nov. 22 – The sun god smiled on the Lobo M.C. when they held their first Hare and Hound of the season. Weather and woods conditions were perfect.

The run was a two-stage affair, giving the rider the option of a fast race against shoulder to shoulder competition and live checks over the 30-mile course or the customary game of hide and seek with hidden checks. Twelve of the 49 entries chose to ride the course full bore. The hotshoes were given a one-minute head start over the remaining hare and hounders.

...Lottridge finds all kinds of surprises lurking in those muddy waters.

Richard Clay, the only Harley-Davidson Sportster rider peeked the first hill like gangbusters, even taking the short cut up through trees, chuck holes and forest litter. Needless to say, the pack that tried to follow got well hung up that first hill. It looked about as fouled up as a Chinese fire drill.

The highlight came when Richard Clay arrived back in camp minus one handle bar, yet the first of the hot shoes. His Sportster had crashed about 20 miles out. The right handle bar broke off at the top of the forks.

Oh woe! How to finish a sprint run through brush, mud holes and debris with only ONE handle bar while tweeking a throttle that's sitting in your lap.

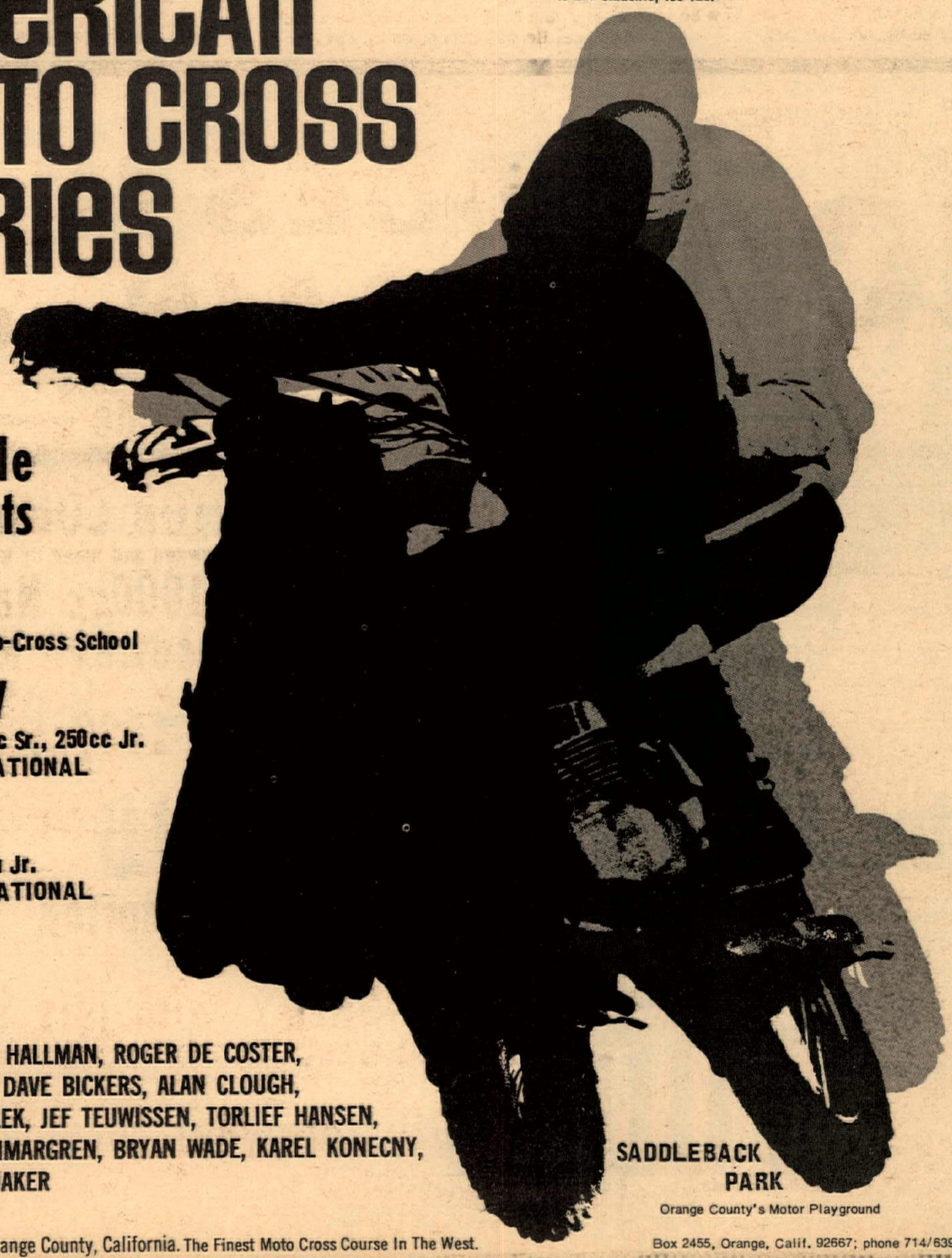
We don't know how, but Clay did it and emerged the winner.

EUROPE'S LEADING MOTO CROSS RIDERS AND WORLD CHAMPIONS CHALLENGING AMERICA'S BEST AT SADDLEBACK PARK DECEMBER 8TH, 1968.
SPONSORED BY CYCLE WORLD

INTER-AM INTERNATIONAL AMERICAN MOTO CROSS SERIES

JOEL ROBERT MOTO-CROSS SCHOOL

Joel Robert will conduct his famed moto-cross school on Friday, Dec. 7, assisted by Roger DeCoster. Class limited to 100 students; fee $15.



Schedule of Events

Friday
Joel Robert Moto-Cross School

Saturday
125cc Jr., 125cc Sr., 250cc Jr.
250cc INTERNATIONAL

Sunday
500cc Jr., Open Jr.
500cc INTERNATIONAL

SEE: TORSTEN HALLMAN, ROGER DE COSTER, JOEL ROBERT, DAVE BICKERS, ALAN CLOUGH, VLASTIMIL VALEK, JEF TEUWISSEN, TORLIEF HANSEN, CHRISTER HAMMARGREN, BRYAN WADE, KAREL KONECNY, PIERRE KARSMAKER

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Orange County's Motor Playground

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Box 2455, Orange, Calif. 92667; phone 714/639-5832
Orange County's Motor Playground. Take Chapman Avenue East Off Newport Freeway To Santiago Canyon Road, Turn Right To Entrance, Approximately 1½ Miles.

DEC. 12
See page 17

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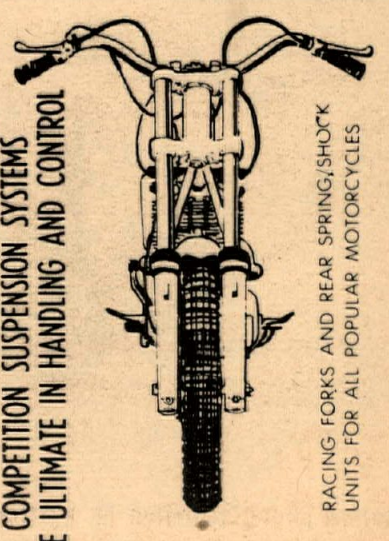

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Half-Minute Interview

By Bill Harmer

DAVID SPRAYBERRY

14-year-old DAVID SPRAYBERRY and his dad Ronald are a District 35 father and son team. Dad, who is a Kern county fireman, keeps their Kawasaki running and David does the racing. He is an 8th grader at Bakersfield Academy, has been racing about 3 years and is 8th in District 35 point standings. He loves the sport because it is a family enterprise. They all go to the races and often camp out at the race sit. Dad and mom are just as enthusiastic as David is and think it is amuch safer sport then football and other athletic sports especially for a boy of slight build like David.

Richard Arnize shyly accepts his kiss from the diminutive trophy princess as Fred Chase looks on. Fred and Rich ride as a team.

Sage Scores Upset in Clark Memorial

Story and Photo by Babs Chase

STOCKTON, Cal. – Four clubs from Stockton – The Stockton Scramblers, Stockton M.C., Port of Stockton, and the Lodi M.C. – combined for a benefit race in memory of Archie Clark who was killed when his pick up truck veered out of control and struck a tree.

Clark had been on his way to the big benefit race for the retarded children of Stockton on Sept. 29.

Proceeds from the race which 1000 attended will be used to purchase Clark a headstone for his grave.

Following the opening riders' parade the 141 riders lined up in front of the stands and a short biography of Archie Clark was read by District Commissioner, Len Allen. There was a special roped off section for Mr. Clark's family, all of whom were present.

After the ready, the flag was raised and then lowered to half mast. And then the races got under way.

During the intermission after the heats Fred Chase, 7-year-old son of Harley-Davidson rider Wayne Chase, put on an exhibition on his "mini bike". At birth Fred only weighed 2 lbs. 11 oz. Now he is a healthy 65 lb., 49 inch tall.

In the 100, Gary Lozano (Suzuki) worked hard to pull up to second, then overtook Mike Renslow for first.

In the 100 Am. & Expert Kenny Roberts had to struggle past all the amateurs to win a trophy. Ken Roberts won the Oregon National a few months back. He is sponsored by Cliff Aksland of Manteca.

200 Amateur Dennis Robinson took the lead from the start line with Jerry Tyler pushing hard in third. Then on lap three, Dennis Robinson went down, luckily unhurt. Tyler and Jim Kiser battled for that top position. Tyler won. Tyler's mount was a Bultaco; Kiser's, a Honda.

In the 250 Amateur Jim Nichols took the lead and held it until near the end of the race. He was overtaken by Pat Rooney. Patrick McKee was riding well when he lost control and slammed into the bank.

Roaring Start

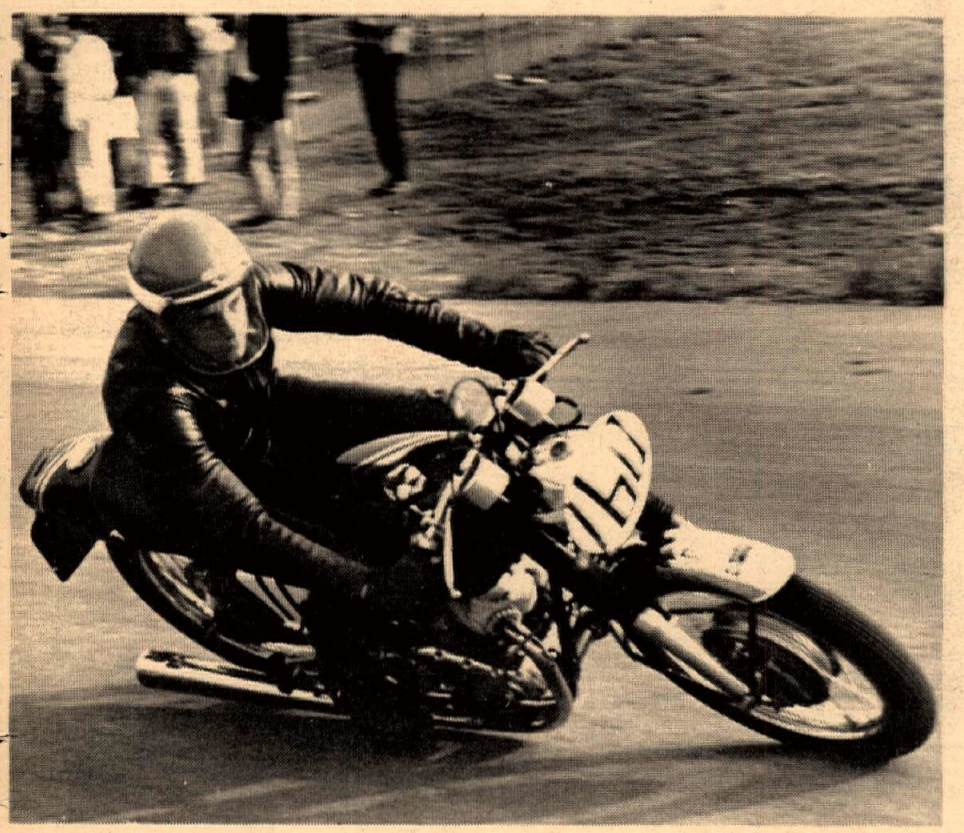
In the 250 Expert Main, Jim Foley got off to a roaring start, with enough zip to win his race. Terry Sage rode to second.

In the 500 & 650 Amateur combined Bud Smith grabbed a second, Jim Nichols a third. Bud Smith, pushing hard for first place, had it, but then lost it again. Smith just recently turned Amateur.

In the 650 Expert main event Don Stover took the lead, but Terry Sage was right behind him. In the south turn Sage pulled an upset and took the lead. When the flag fell it was Sage all the way.

(Results on page 16)

Norton DOES IT AGAIN!



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Grand Prix Class 350-1000cc Intnl.

2nd Jack Simmons - Norton

3rd George Kerker - Norton

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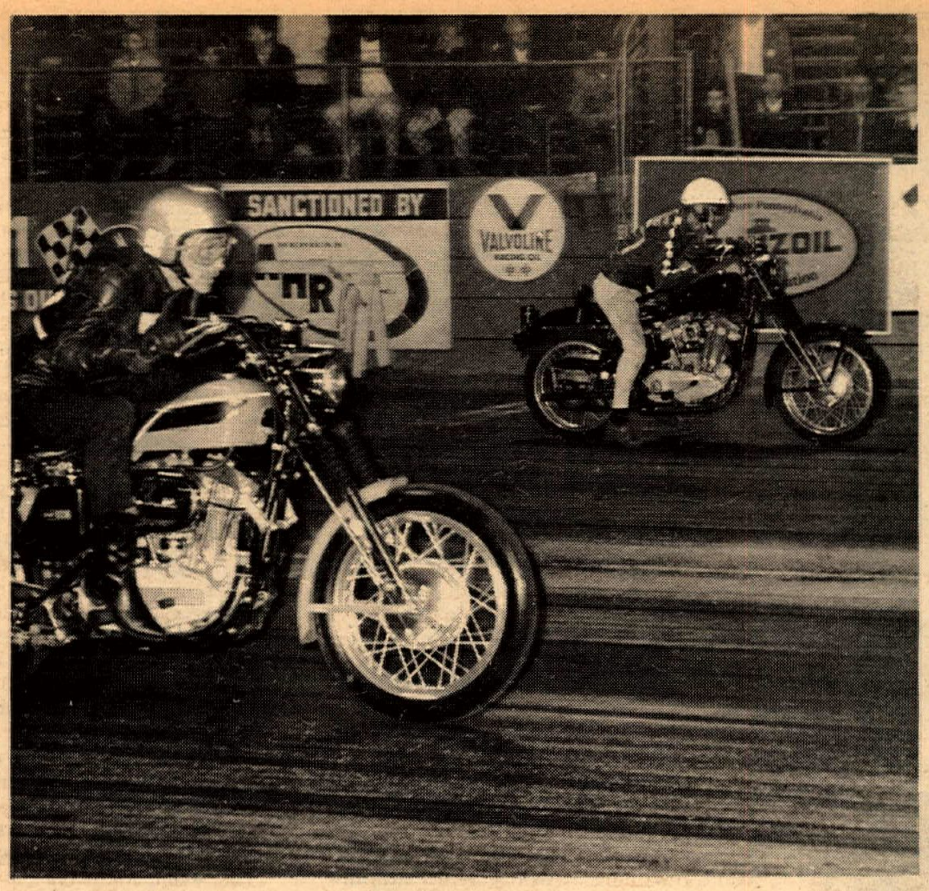
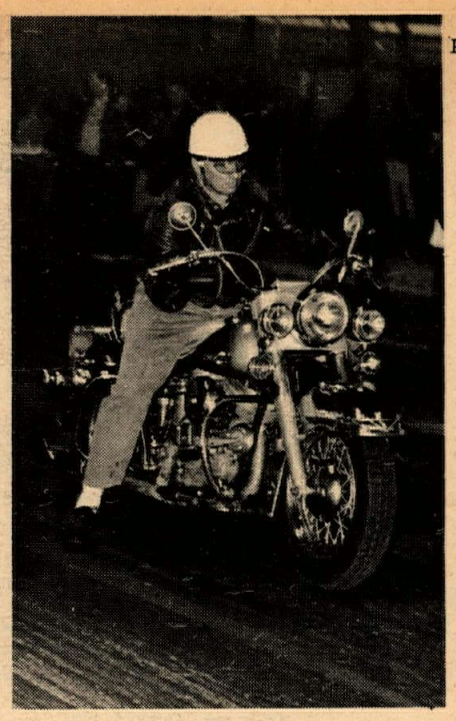
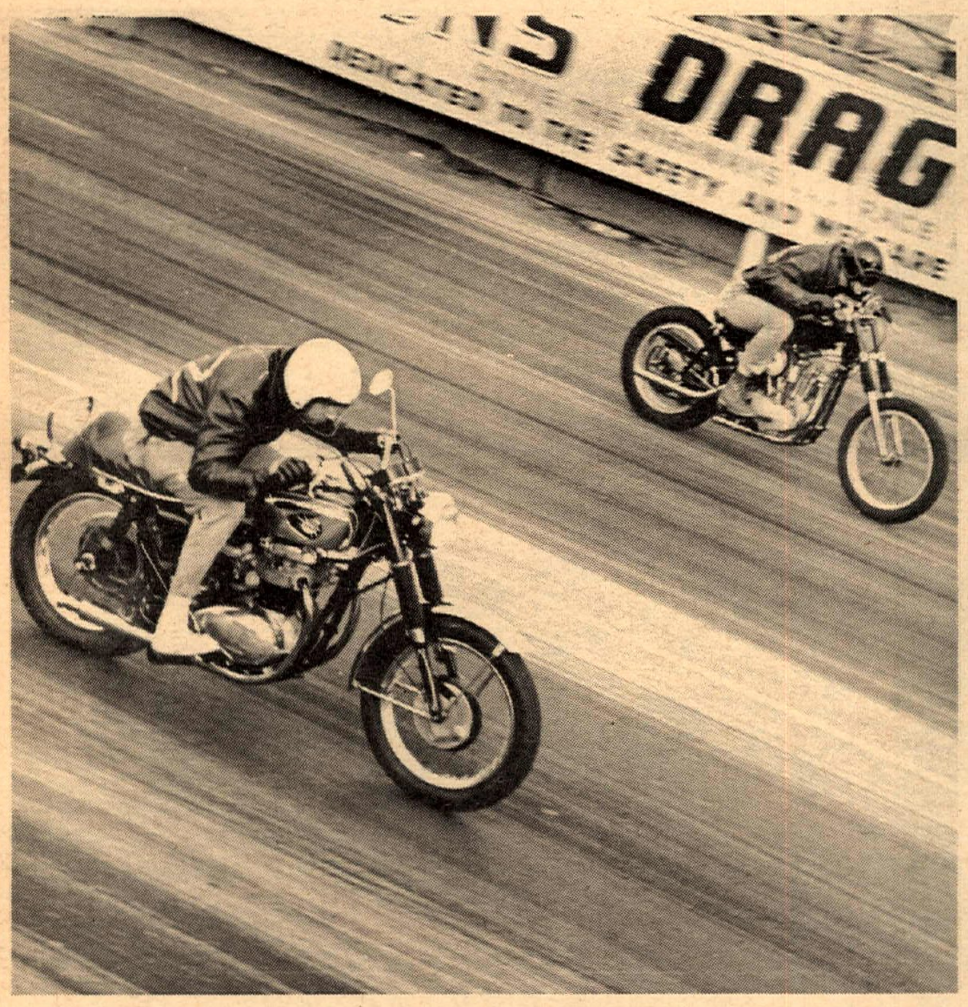


Two street model H-D's take off for a trial run.

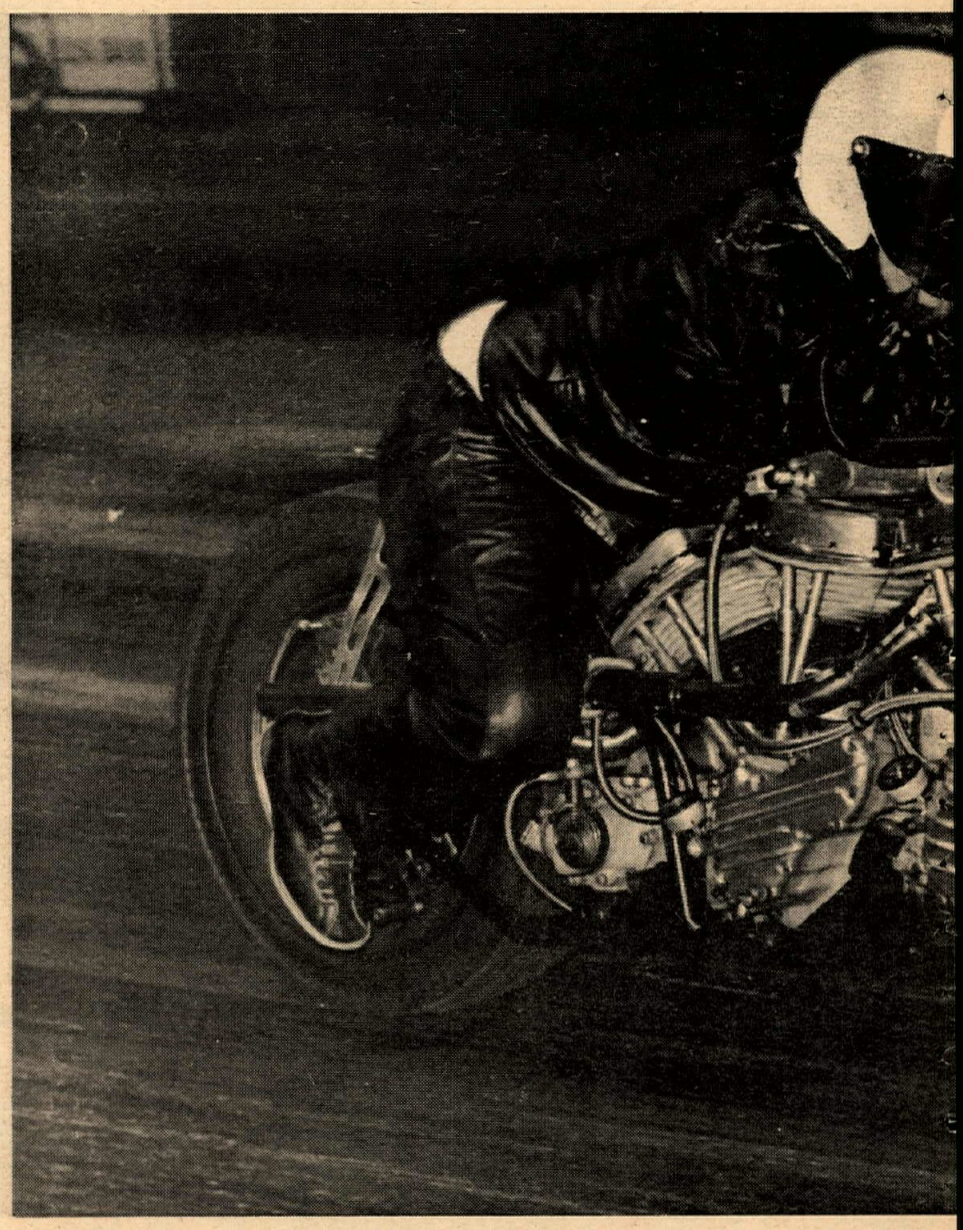
Boris Murray smokes out for a top speed attempt on his twin engine Triumph.



Howard LaRue, a consistent winner in A.A. Street.

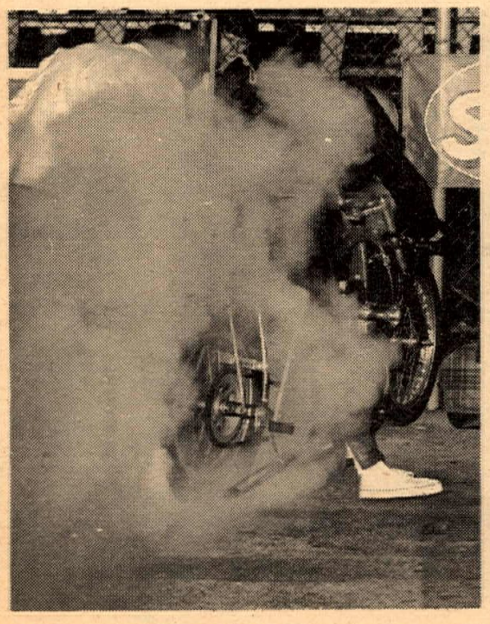


Stock Street BSA gets the jump on Modified H.D. in a practice run.

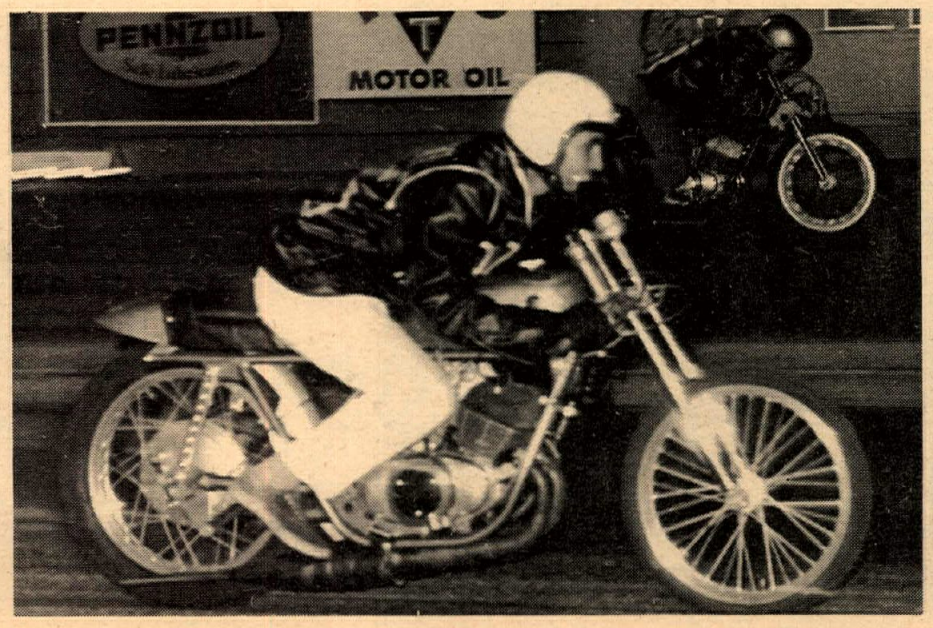


Bob George turns on a lot of Harley-Davidson, four cylinders and two engines. But 'A' Gas was tak

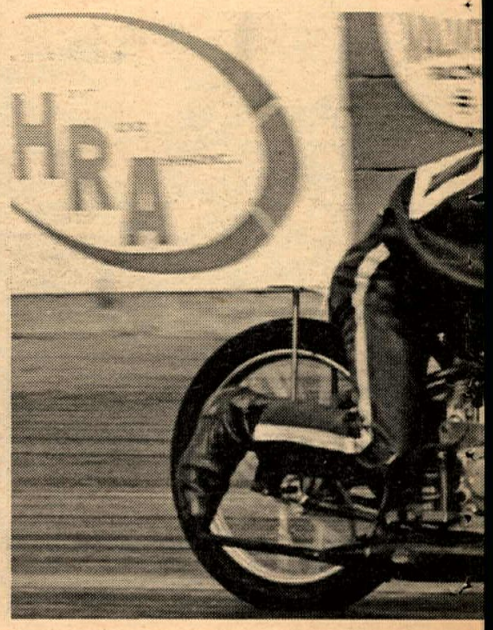
LIGHTS ON FOR DISHAROO



Disharoon isn't on fire, he's only making a burnout against the fence.

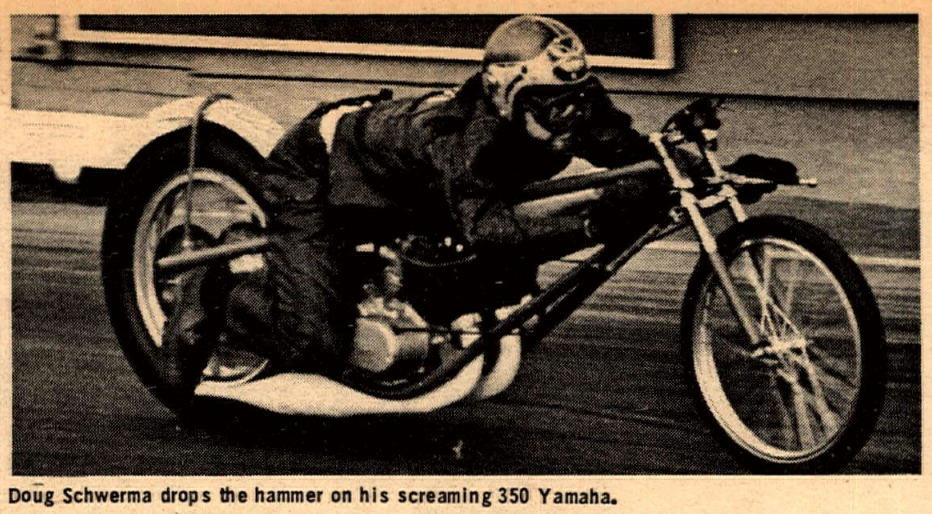


Jack Linnon his way to victory with old man Murphy doing his best in the back lane.



Tom Thurman takes a single on his featherweight

y Dan Zeman
y Dennis Greene



Doug Schwerma drops the hammer on his screaming 350 Yamaha.

WILMINGTON, Cal., Nov. 23– More than 100 bikes unloaded in the Lions pit area today. In street classes alone, entries totalled more than thirty.

In 'A' Street, Steve Kewish mounted on a Sportster turned the best E.T. He also had the best speed and E.T.

George Olson took 'B' Street on a Triumph. George had nine other bikes in his class. Mike Middleton on a Yamaha came out on top in 'D' Street. There were six machines in his class.

With 29 bikes entered in all modified classes, Steve Brackett in Class 'A' was the man with the best E.T. and speed. Steve was mounted on a Sportster. Also on a Sportster was Ed McDonald who took 'AA' Modified. Ed had to put down nine other Harleys before he picked up his gold.

There was a lot of good action in 'B' Modified. Draggin' Lady Joy Houston and Grant Hannah eliminated all other contenders. Then Grant did a mean thing – he eliminated Joy.

Jack Linn took 'D' Modified. With Jack Murphy in his class, Linn had good competition. He was more pleased with beating the Dirty Old Man than he was with the gold.

Charlie Cash had easy victory in E Modified. All his competition broke down.

Bob Braverman was chased out of Jr. Fuel Class. The rule book says "No pump gasoline in Fuel Class", so Bob went into 'B' Gas, turning in the best E.T. and speed of all gas classes. Bruce Miller on a Sportster had his work cut out for him in 'A' Class with seven bikes entered. Two of these had twin engines – Clarence Bailey's tiwn engine Norton and Bob George's twin engine Harley. Bob and Bruce worked the class down to just themselves, but Bruce soon ended that.

In 'D' Gas, Doug Schwerms took the win on a Yamaha, turning an incredible 11.42 and 119.84. That's quick for a 350cc bike.

Disharoon Vs. Welch

Top Fuel had more entried than any one single class, with eleven bikes entered. These eleven were Joe Smith, Don Harris, Gordon Kately, Ken Kotalac, Larry Welch, Tim Durkey, Don McEvoy, Boris Murray, Disharoon, Bob Abels and Dave Campos. With Joe Smith, Kotalac and a few others breaking before elimination, it looked as if Larry Welch or one of the New Mexico riders (Abels and Campos) would take the gold.

In round two an interesting thing happened. Disharoon staged with Welch. Welch, as you know if you read the last two issues of Cycle News, has been undefeated since he arrived in California three weeks ago. Leave it to Dish to louse up Larry's record.

This was the closest race of the day. When the lights turned green, Dish pulled a hole shot on Larry that was out of this world. Larry was pulling hard at the Big End. Disharoon's light came on, and believe it or not, both bikes turned 10.11.

The last round found Disharoon and Dave Campos together. That was also a close run. Dish took the win, even though he didn't think he stood a chance.

Disharoon had waited patiently all week for Elwood Sperr to arrive with the engine owned by Tom Rudd and built by Drag Specialties, all of Minneapolis.

Elwood finally arrived Friday morning and started working with Dish right away. They finished the final installation steps Friday night. The engine, incidentally, is an 83-inch Sportster with an S and S carburetor and aluminum cylinders.

Disharoon and Welch also ran Sunday at Lions and Dish did it again, turning an E.T. of 9.95 and 149.23. Larry lost with a quicker E.T. of 9.93 and 146.10.

Junior Fuel brought six bikes to Lions. These were Mike Mallard, Gary Richards, Bob Bogan, Bill Johnson, Jeff Gough and Art Houston. Art took the final round, with Jeff runner up. Jeff was turning quicker E.T.s than Art, but Art is also good at pulling super hole shots.

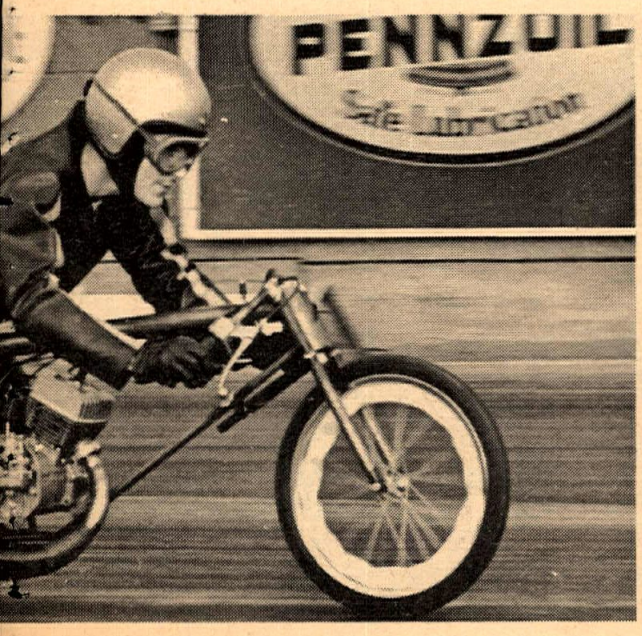
This event was a big success today, but it was also a tragic one. 17-year-old Tom Pokingham was fatally injured when he lost control of the bike he was riding, crashing into the guard rail.

(Results on page 16)

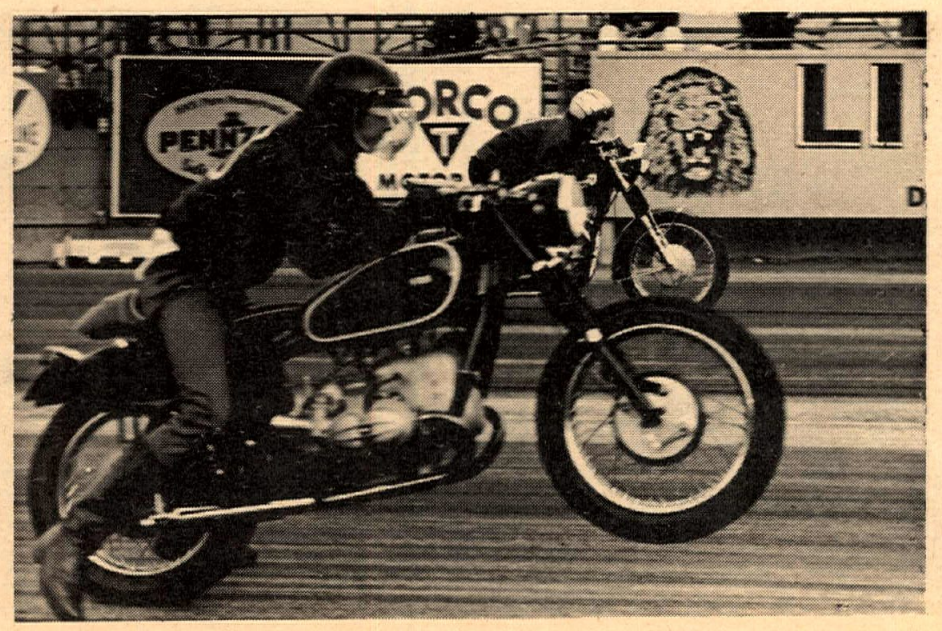
m him in the final by Bruce Miller on an H.D. Sportster with an E.T. of 11.20, 123.20mph.

Easterner Larry Welch leaves the staging area as dramatically as usual, but he was put down by Disharoon, his first defeat in California.

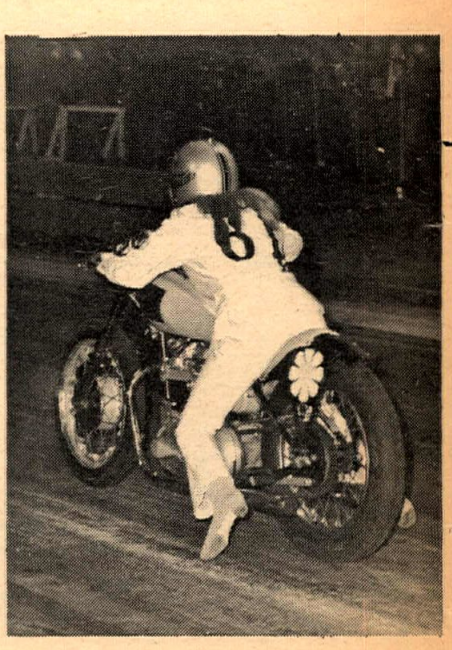
N IN LIONS BIGGEST NIGHT



Kawasaki.



Jim Goodreau gets a little more traction than he needs on his B.M.W.



Joy Houston during a crowd-pleasing run on her modified Triumph.

McGuire-Tuned Bikes go Undefeated at Hall's Ranch

Story and Photos by Don Ivan

GILROY, Cal., Nov. 17 – With a week of winter rains trying to close-out Northern California's smooth track scrambles season, an overcast but warm Sunday brought together a limited turnout of K-70 specialists at the usually popular Hall's Ranch track

Coming up from Monterey to prove the prowess of the F&M reed systems were the super-fast McGuire-tuned Hodakas of Tim Ronsse and John Brown. Ronsse took a run-away win in the 100cc novice heat and main event with Brown (an amateur) doing the same in the 100-200cc amateur-expert bout.

Ron McGuire, (the Northern M half of F & M Enterprises) was kept busy introducing the reed system to District 36 racers and tuning for his newly-found customers and with excellent success. Amateur Jim Rice, back in action after a long lay-off, got exceptional horse-power with his reed-powered PurSang as he swept to victory in the 250 amateur-expert main with expert John Silva a close second.

The 250 novice main was an exact re-run of the heat race as Yamaha-pilots Mike Musgrove and Dale Ivan derbied their DTI's wheel to wheel for eight laps. Musgrove held his slim lead over Ivan. Kawasaki-rider Pat Benson took a distant third.

Bruce Anderson, followed by Bud Kneass.

With a limited showing the 40-inch expert class, a first-time moto-cross type event was staged for the four entrants, much to the dislike of perennial winner Bud Kneass and his sidekick Rick Otto. The hand on the wrist start left Kneass sitting on the line in the first moto.

Running second, Otto dropped out to join Kneass on the starting line where they started their own race. They rode parallel in smiling disgust for ten laps.

Don Cowles on Montesa sweeping along in a heat race.

In the second moto Otto was leading when he suddenly dropped out, apparently ailing. Kneass promptly joined him for a repeat performance of their first moto high jinks. Then, retiring for the day, Kneass and Otto loaded up their twin Triumphs.

Bruce Anderson, #2 plate expert, won all three motos with Triumph rider, Dennis Brennan taking a serious second.

The amateur ranks found the haulin' Harley of Ben Mosier unbeatable. The real battle was waging behind him between Triumph riders Gregg Rondy and novice flash Steve Spence. Spence, after working past several of the veterans, settled for third, losing out to Rondy, taking the checker sideways.

(Results on page 16)

Smog, Protests and Thrills at San Jose Indoor

Story and Photos by W.H. Spencer

SAN JOSE, Cal., Nov. 16 – The Indoor Class 'C' season opened with a flourish and a few protests here in the Santa Clara County Fairgrounds.

There are no official results due to the protests and it may be a while before the payoff is settled.

Reason? It seems that one of the officials decided to allow compression releases on the bikes thereby overruling an earlier ruling disallowing them. At the riders meeting, this brought great disapproval amongst many of the four-stroke pilots. As the heat races got under way the protests got heavier.

Although the Exposition Hall here in San Jose is hardly the best indoor facility, due to the lack of ventilation and accoustical insulation, the one-tenth mile track is a thriller, just because it's so short.

After the usual practice and spills the heats were off in good style as 91 riders rode and approximately 2000 spectators watched. It's an endurance test for the spectator as the smog level is greater then anything ever seen in Los Angeles and the noise is so great it's like having a jet start up in your ear.

Dave Hansen started out the heats putting his green and white #124z to the head in both heat and semi. He wailed in the trophy dash and would have made it a perfect evening if he could have stayed in the groove for the main. But Harry Raggio, 259z, made a pass in the third lap and led Davey to the finish.

Wheeler Gresham, 123y, had a very spectacular start for the evening when he pushed his Suzuki out on the floor for the second heat. While warming up the motor he fouled a plug. This led to some great two minute activity.

Starter Les Morgan gave the two minute, fix the motor sign and off went Wheeler. It took approximately 40 seconds to get a plug and a wrench. With the aid of people holding open doors and Mike Yarn holding his motor, Wheeler made it back but only after trying to vault the fence after passing the plug over. It took approximately 1:45 minutes to get it running.

After all that effort he proceeded to win his heat quite handily. But he was not so lucky in his semi, as he bobbled in the first turn and retired for the evening.

In the fifth heat, Jerry Clark, 258z, ran away with it while Dave Bellina, trying to catch up from behind, pressed 135y, Larry Johnson, to the floor and in the same spot next lap, took a break there himself.

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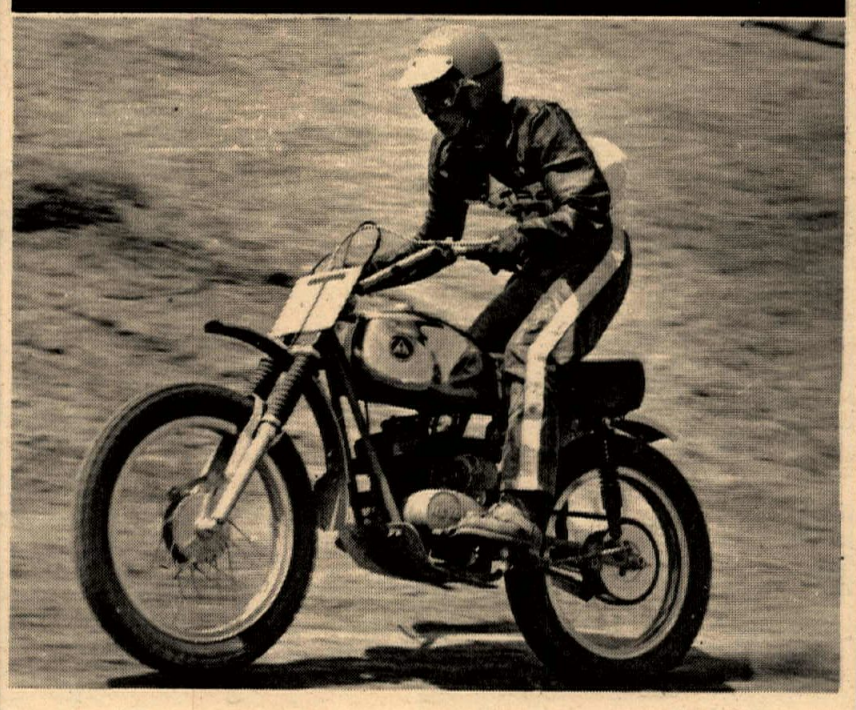

Inter – Am Moto-Cross
Santa Cruz, Calif. Nov. 23 & 24, 1968
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Pete Francini, 107z, showed up in style for heat seven, parading before the audience throwing victory signs to his fans – and then winning the event. He didn't fair as well in the semi though, falling ill to motor troubles.

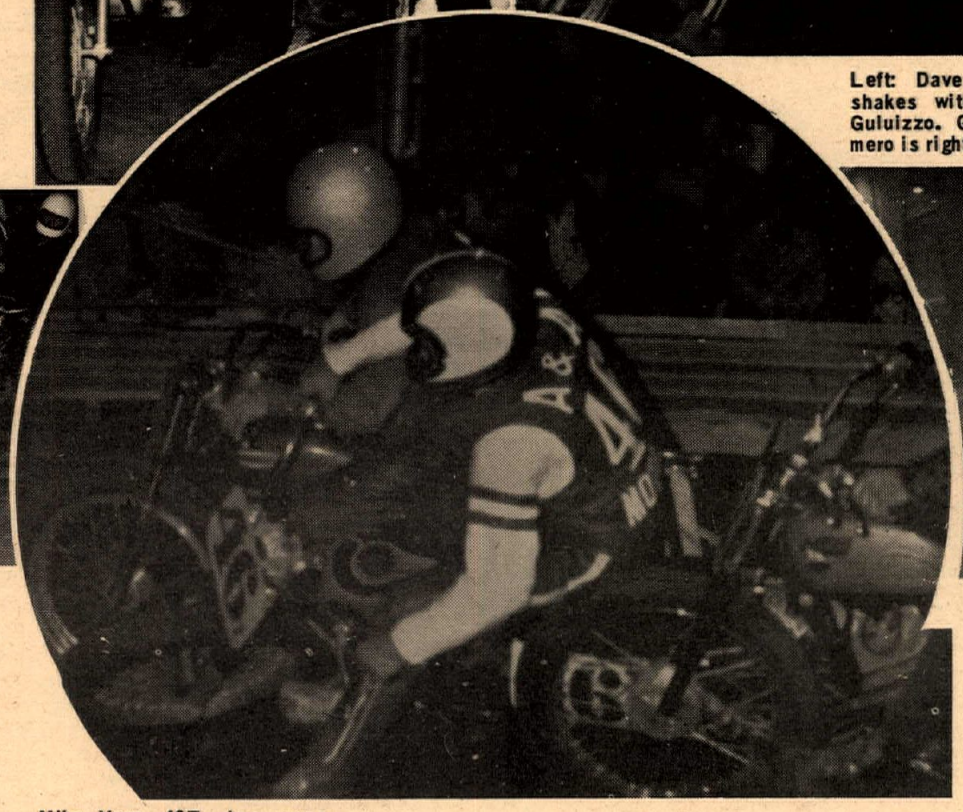
Jay Kanemoto, 256z, won the last novice heat with Sam Mangalin, 151z, in tow and interestingly enough the semi showed them quite close together again but with Mangalin in the lead. This was not meant to be for Sam, as Jay cracked him into the infield before the checkered.

The Amateur/Expert events were great and showed the fine talent that Northern California has. National #20, Gene Romero, edging out 1968 Champ Mike Yarn. The National Amateur champion, Mark Brelsford showed his stuff by running away from the pack in his heat, and the number two 1968 indoor man, from last season, Bruce Anderson, was also very apparent. He did a nice job winning his heat. Bruce is truly a sight to watch here as this lanky 6-footer-plus works this short track.

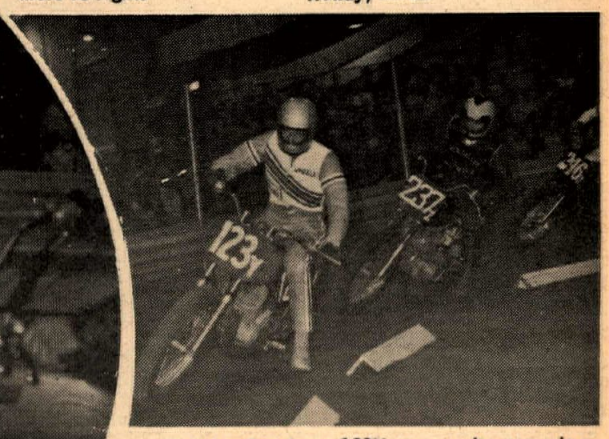
Left: Dave Hansen shakes with Chuck Guluizzo. Gene Romero is right.

Above: Close action as Ed Garza, 128Y, pulls the old outside to inside trick on Greg Rondy, 197Z.

Charlie Martinez, 158Y, holds off Flying Bell Flett, 129Z, on the tenth-mile track.



Mike Yarn, 46Z, does some fancy passing on the inside.



Wheeler Gresham, 123Y, proves he can win a heat once in a while. He fell in the semi.

The intermission brought out Filthy Scroggins' Pig Pen Racing Team, now consisting of three J.A.P.'s, including a brand new shiny one. The three bikes took a tour of the track but the gears were way off and it didn't prove particularly spectacular.

As the Amateur/Expert main was being lined up I asked the 1968 Indoor Champ, Mike Yarn, about this season's strategy. "I can only say that I'll try my best to keep my title," he said "but with Romero, Brelsford and Anderson it's going to be rough."

With that he jumped on his Bultaco and after a fifteen-lap thriller was underway. Bruce Anderson led it off with Yarn having to make up some places. Yarn has a great ability to inch around people, on both sides and at any point on the track, but try as he might he couldn't pass Anderson. Brelsford parked early in the main with a sick motor and Anderson and Yarn were swiftly setting their own pace.

In the last lap, Yarn put a wheel inside Anderson in the first turn but to no avail and then tried the outside in the last turn. He somehow pulled this outside line well enough to come up on the outside of Anderson and then, for some unknown reason, as the two came up to the finish line, Anderson pulled a wheel stand. They crossed the line so close together that photographs are being scrutineered. Hence no official results for this event.

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RESULTS

INTERNATIONAL MOTO-CROSS
Santa Cruz, Cal., Sat.-Sun., Nov. 23-24, 1968

250cc INTERNATIONAL

Bengt Aberg	Hus
Roger De Coster	CZ
Vlastimil Valek	CZ
Bryan Wade	Gre
Pierre Karsmarkers	Hus
Marcel Wierz	Bul
Ron Nelson	Mon
Lars Larsson	Hus
Jim Wilson	Gre
Dick Mann	Oss
Lon Peterson	CZ
Bill Silverthorn	Hus
Walt Axthelm	Mai
Russ Darnell	Hus
Mark Brelsford	Bul
Barry Higgins	CZ
Ward Ring	Hus
DNF	
Joel Robert	CZ
Dave Bickers	CZ
Christer Hammargen	Hus
Torlief Hansen	Hus
Adolf Weil	Mai
Ray McCarty	Yam
Alan Kenyon	Bul
Bill Thomas	Hus
Bill Verbiscio	Yam
Dallas Baker	Oss
Bob Grossi	Mon
Randy Scott	Yam
Wm. Dury	Bul

500 INTERNATIONAL

Joel Roberts	CZ
Christer Hammergren	Hus
Roger DeCoster	CZ
Vlastimil Valek	CZ
Bryan Wade	Gre
Dave Bickers	CZ
Marcel Wierz	Bul
Ron Nelson	Mon
Lars Larsson	Hus
Gary Bailey	Gre
Russ Darnell	Hus
Bob Grossi	Mon
Jim Wilson	Gre
Gene Gornnert	Hus
John Kenyon	Mai
Tim Hart	CZ
Bill Verbiscio	Yam
Alan Kenyon	Bul
Lon Peterson	CZ
Ray McCarty	Met
Ed Myers	Hus
Lou Brero	Hus

500 JR.

Steve Holliday	Hus
Richard Wymet	Gre
John Hately	CZ
Keith Carlson	Mon
John Fraser	Mon
Doug Teeter	Hus
Bob Keys	Gre
Terry Davis	Hus
Bud Hedrich	Hus
Glen Groom	Hus
Bob Hager	CZ

250cc JR.

Scott Diffenbaugh	Suz
Geo. Shaw	Hus
Mike Akatiff	Yam
Don Ivan	Bul
Bill Saltzman	Hus
Bob Bowers	Hus
Jim Saitone	Bul
Lynn Mobley	Bul
John Silva	Bul
Jim Bently	Hus
Jess Walls	Yam
Gene Conant	Bul
Mike Jimenez	Gre
Wayne Wagner	Gre
Jim Holmes	Bul
Geo Humphreys	Hus
Bill Brown	Bul
Ron Erickson	Gre
Mark Blackwell	Yam
Bill Caster	Bul
Roger Kline	Hus
Dave Cadwallader	—
Emerson Pachard	Gre
Mary McGee	Hus
Elmer Riddle	Bul
Scott Henson	Yam
Edward Hindes	Gre

125cc SENIOR

Marcel Wierz	Bul
Lars Larsson	Pen
Walt Axthelm	Sac
Bob Bailey	Sac
Allen Kenyon	Bul
Joe Binari	Zun

DNF

Torleif Hansen	Pen
Mark Brelsford	Bul
Gary Bailey	Pen
Claes Nilson	Pen

125cc JUNIOR

Steve Goldberg	Hod
Eddie Egyed	Hod
David Worth	Hod
Mike Runyard	M-B
Bruce Baron	Pen
Bob Gibson	Sac
Fred Kalmich	Hod
Darryl Bassini	Hod
Ray Ruppel	Pen
Dick La Throp	Yam
Bob Marengli	Hon
Milt Meyer	Hod

DNF

Mickey Burton	Pen
Thomas Gaister	Pen
Dennis Glasgow	Hod
Larry Larsen	Hod
Jack Jensen	Hod

SPORTSMEN TT SCRAMBLES
Perris, Cal., Sun., Nov. 17, 1968

By Kirk McDowell

50cc NOVICE

Jack Dannenberg	Yam
(Declared legal Comp. Com. Mtg. 11-20-68)	
Steve Herrera	Hon
John Colombero	Hon
Tom Farrell	Hon
Hondo Long	Hon

50cc AMATEUR/EXPERT

Gary Caldwell	Hon
Steve Nichols	Yam
Jay Lewis	Yam
Kirk McDowell	Suz
Rick Parker	Hon

POWDER PUFF

Eulene Long	Hod
Sheila Talbot	Hon
G. Holeman	—
Diane Connolly	Hod
M. McIntosh	—

100cc NOVICE

E.J. Steffen	Yam
Kirk Redding	BS
Richard Kouns	Hon
R. Ferrick	—
S. Archer	—

100cc AMATEUR

Troy McKee	Hod
Danny Hockie	Hod
Lloyd Quintard	Yam
Andy Skeel	Hon
A. Summers	—

100cc EXPERT

Steve Nichols	Yam
Fred Edwards	Yam
Richard Sweeney	Kaw
Gary Scott	Hod
Dave Aldana	Suz

200cc NOVICE

Gary Griffin	Bul
Cliff Brunson	Bul
James Hawkins	Tri
Bob Brownell	Bul
L. Hardeson	—

200cc AMATEUR/EXPERT

Andy Skeel	Tri
Sandy Armstrong	Bul
Danny Hockie	Oss
Bob Saunders	Bul
Marty Endless	Hon

250cc NOVICE

Chas. Gann	Bul
L. Bochkar	—
H. Long	
W. Bolton	
N. Walke	

250cc AMATEUR

Loyal Penn	Yam
Sandy Armstrong	Bul
Willie Hockie	Oss
L. Wolf	—
Vince Graves	Bul

250cc EXPERT

Freddie Edwards	Yam
Stan Rogers	Bul
Kirk McDowell	Bul
Dan Carlton	Oss
Larry Taylor	Bul

350cc AMATEUR

Rick Marquis	Hon
Bob Rudd	Hon
C. Boyle	—
D. Rich	
G. Kahler	

350-500cc AM./EXP.

Jim Connolly	Gre
Sandy Armstrong	Bul
R. Carpenter	—
Ray Nichols	Mai
Dwight Harlow	BSA
Ron Stinnett	BSA

500cc NOVICE

R. Shaffer	—
J. Hamish	
Cliff Brunson	Bul
J. Well	

OPEN NOVICE

Jim Maupin	Tri
A. Amarillas	—
J. Boal	
Perry Armstrong	Tri
G. Grayson	

OPEN AMATEUR

Tom La Fortune	Tri
R. O'Neal	—
Bud Carter	Tri
J. Peterson	
R. Harden	

OPEN EXPERT

Butch Rotz	Tri
Terry Dorsch	Tri
Mike Posey	BSA
C.H. Wheat	Tri
Ben Fakkeldy	Tri

PERRIS VALLEY TT SCRAMBLES
Sun., Nov. 24, 1968

By Maureen Lee

POWDER PUFF

Eulene Long	Hod
Sandy Termin	Hod
Sheila Talbot	Hon

50cc NOVICE

T.W. Farrell	Hon
J. Dennenburg	Yam
J. Columbers	Hon

50cc AM./EX.

Steve Nichols	Yam
Jay Lewis	Yam
Gary Caldwell	Suz

100cc NOVICE

Doug Mason	Kaw
Ed Steffan	Yam
Mike Carver	Hon

19th ANNUAL RAMS MC. HARE & HOUND Nov. 17, 1968

By Dick Wright

1. Mike Patrick	Op E	Nor
2. Phil Bowers	250 E	Yam
3. Larry Bergquist	250 E	Bul
4. Don Rickman	500 E	Met
5. Geo. Walker	500 E	Hus
6. Howard Utsey	500 E	C-Z
7. James Martino	500 E	Hus
8. Derek Rickman	500 E	Met
9. Dave Lewis	500 E	Gre
10. Ray Alexander	250 A	Bul
11. Glen Thomas	250 E	Hus
12. Bruce Lewellyn	500 E	Hus
13. Mike Burke	Op Ex	Tri
14. Steve Holladay	500 E	Hus
15. Jim Dorman	Op A	Tri
16. Tom Muto	250 E	Hus
17. Bruce Dunford	250 E	Hus
18. Jack Byers	Op E	Met
19. Dennis Torgerson	250 E	Hus
20. John Lloyd	250 A	Bul
21. Don Bohannan	Op E	Met
22. Bill Hutton	Op E	Tri
23. Ken Knudson	Op E	Tri
24. Bud Goosen	250 E	Bul
25. Don MacDonald	Op N	Tri

TRAIL BIKES

1. Jack Morgan	Ex	Hod
2. Wes Anderson Jr.	Ex	Hod
3. Gary Griffin	Ex	Zun
4. Eric Jensen	Ex	Hod
5. Terry Clark	Ex	Hod
6. Jim Summers	Am	Hod
7. Jeff Wright	Am	Hod
8. Gene Cannady	Ex	Hod
9. Mark Rader	Am	Hod
10. Frank Morgan	Ex	Hod
11. D. Raynolds	Am	Sac
12. D. Emlir	Nov	Suz

LIONS DRAG STRIP
Sat., Nov. 23, 1968

By Dan Zeman

TOP FUEL:
M. Disharoon 10.10—147.05 H-D
RUNNER UP:
Dave Campos 10.03—148.76 H-D
JR. FUEL:
Art Houston 10.78—132.80 Tri
RUNNER UP:
Jeff Gough 10.50—141.75 Tri
LOW E.T. OF THE DAY:
Larry Welch 9.73
TOP SPEED OF THE DAY:
Dave Campos 148.76

STREET

AA — Howard LaRue	15.95— 81.08	H-D
A — Steve Kewish	12.25—110.29	H-D
B — George Olson	12.98—101.00	Tri
C — Larry Abgarian	13.72— 94.05	Hon
D — Mike Middleton	13.31— 98.16	Yam
E — Larry Wakatsuki	16.79— 76.93	Suz
F — Bill Gibson	17.60— 70.00	Hon

MODIFIED

AA — Ed McDonald	12.15—111.80	H-D
A — Steve Brackett	12.02—113.63	H-D
B — Grant Hannah	12.07—111.66	Tri
C — Jim Parks	12.47—106.00	Suz
D — Jack Linn	12.76—105.28	Suz
E — Charlie Cash	12.86— 97.50	Suz
F — Tom Thurman	17.17— 72.46	Kaw

GAS

A — Bruce Miller	11.20—123.20	H-D
B — Bob Braverman	10.87—134.00	Kaw
C — Mike Cash	12.04—110.82	Suz
D — Doug Schwerma	11.42—119.84	Yam
E — James Glover	15.50— 82.00	Bul
F — Mike Velasco	13.94— 96.87	Bri

Sun., Nov. 24, 1968

TOP BIKE:
M. Disharoon 9.95—149.23
RUNNER UP:
Larry Welch 9.93—146.10

100cc AMATEUR

Dale Hopkins	Hod
Mike Kruse	Suz
K. Tennis	—

100cc EXPERT

Steve Nichols	Yam
Gary Scott	Hod
Richard Sweaney	Kaw

175cc COMBINED

Dannie Hockie	Oss
Bob Archer	Hon
Art Armarillas	Hon

200cc NOVICE

Andy Skeel	Tri
Loyal Penn	Bul
Gary Griffing	Bul

250cc NOVICE

Tony Hoghesone	Bul
Doug Mason	Yam
Rick Talbot	H-D

250cc AMATEUR

Sandy Armstrong	Bul
Loyal Penn	Yam
Vincent Graves	Bul

250cc EXPERT

Chuck McIntosh	Oss
Jim Connolly	Oss
Jon Lindeberg	Gre

21" NOVICE

Bob Rube	Hon
R. Fliming	Hon
F. Williams	Hon

21" AMATEUR/EXPERT

Tony Denius	H-D
Chuck McIntosh	Hon
Larry Garbon	Bul

500cc NOVICE

Ray Griffing	Bul
M. Aiken	Mai
R. Schaefer	Tri

500cc AMATEUR

Jim McClurg	Mai
Ron Stinnert	BSA
Dave Bastian	—

500cc EXPERT

John Rice	(tie)	Hon
Gary Jones	(tie)	BSA
Jim Connolly		Gre
Mike Posey		BSA

OPEN NOVICE

Perry Armstrong	Tri
Dean Mackelpring	Tri
John Bole	Tri

OPEN AMATEUR

Don Dudek	Tri
Tom La Fortune	Tri
Tom Simpson	Tri

OPEN EXPERT

Butch Rotz	Tri
Terry Dorsch	Tri
Ben Fakkeldy	Tri

HALL'S RANCH SCRAMBLES
Gilroy, Calif. Sunday, Nov. 17, 1968

By Don Ivan

100cc MAIN

Tim Ronsse	Hod
Ivan Shigemasa	Hod
Ron Leidig	Hod

200cc NOVICE

Bumpy Freitas	Bul
Tim Navarro	Bul
Jay Boyd	Mon
Ron McMaster	Bul

100-200 AMATEUR

John Brown	Hod
John Hlebo	Hon
Jim Hunter	Hod

250 NOVICE

Mike Musgrove	Yam
Dale Ivan	Yam
Pat Benson	Kaw
Don Smith	Bul

250 AM./EX.

Jim Rice	Bul
John Silva	Bul

350-500 NOVICE

Dave Whitehead	Tri
Bill Alvein	Mon
Bill Bourgedis	Hon
Ron Rima	Mon

350-500 AM./EX.

Bob Sousa	Tri
Jim Spalding	Tri
Greg Hodges	Hon

650 NOV./AM.

Ben Mosier	H-D
Greg Rondy	Tri
Steve Spence	Tri
Joe Iacobitti	Tri

OPEN EXPERT

Bruce Anderson	Tri
Dennis Brennan	Tri

ARCHIE CLARK MEMORIAL
Sun., Nov. 10, 1968

By Babs Chase

100cc NOV.

1. Gary Lozano	Suz
2. Mike Renslow	M-B
3. Dave Selby	M-B

100cc AM. & EXP.

1. Kenny Roberts	Suz
2. Del Silva	M-B
3. Fred McFarland	Suz

200cc NOVICE

1. John Fite	Bul
2. Dick Mortensen	Bul

200cc AM.

1. Jerry Tyler	Bul
2. Jim Kiser	Hon

250cc NOVICE

1. Joe McGowan	Yam
2. E.W. Chappizel	Bul

250cc EXPERT

1. Jim Foley	Bul
2. Terry Sage	Bul
3. Ray Huff	Yam

250cc AMATEUR

1. Pat Rooney	Yam
2. Jim Nichols	Bul
3. Carl Triest	Bul

650cc NOVICE

1. Myron Wood	Tri
2. Glen Landy	BSA

650cc AMATEUR

1. Wm. Budde	BSA
2. Bud Smith	Tri
3. Mike Wolfkamp	CZ

650cc EXPERT

1. Terry Sage	Tri
2. Jorgen Jorgensen	BSA

WILSEVILLE RESULTS
Wilseville, Cal.,

By Dale McKinnon

0—125 A

C. Cranke	Pen
R. Smart	Pen
R. Whiteacre	Kaw
R. Hansen	Hon
E. Stevens	Suz
D. Jackline	Bri

0—125 B

J. Lee	Pen
L. Olsen	Sac
D. Rasmussen	Sac
R. Harlow	Pen
W. Williams	Hod
T. Durham	Hod

125—250 A

J. Jorgensen	Hus
Don Stover	Yam
Mark Stover	Bul
R. Huff	Bul
R. Beauchamp	BSA
R. Pilgrim	H-D

125—250 B

D. Watson	Hus
W. Bruno	Yam
G. Newson	Bul
J.A. Fite	Bul
D. McNabb	Hus
B. Lee	Yam
L. Dunneing	Yam
D. Hall	Hus
P. Whitney	Bul
D. Harvey	Yam

251—OPEN A

M. DeVaies	Hus
J. Edward	Hus
B. Hager	CZ
W. Jaltzman	Hus
B. Schnieder	Hus

251-OPEN B

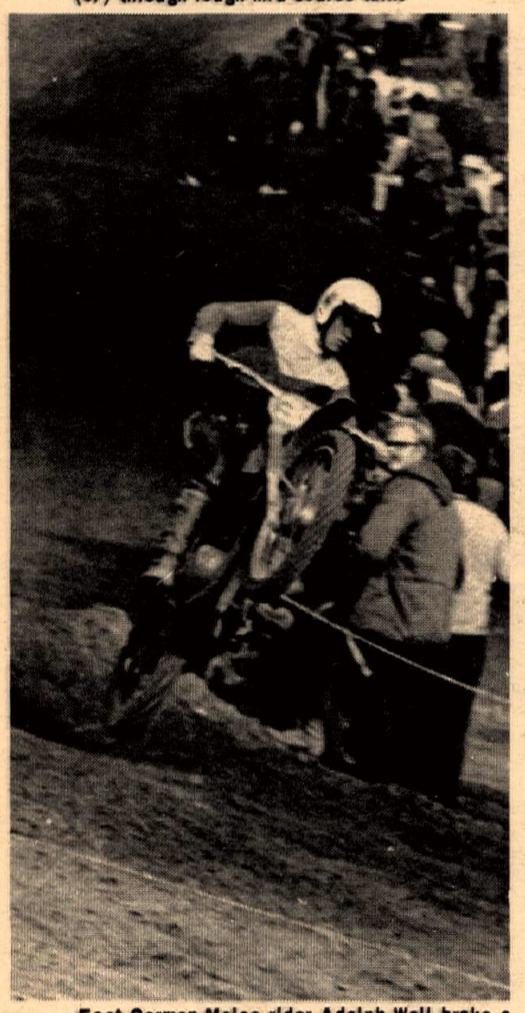
A. Garrahan	Bul
W. Onga	Hus
C. Cameron	Tri
J. Hood	Mon
D. Stanford	Tri
J. Makepeace	Hon

CONTINUED FROM PAGE 7

Russ Darnell (#32 Husky) leads Greeves rider Jim Wilson (55) and Montesa mounted Bob Grossi (67) through rough mid-course turn.

Starting line for the 500cc Sr. race finds the finest in racing machinery ready to do battle.

Scott Diffenbaugh is shown here with an expression of complete exhaustion but rode on to first 250cc Jr. aboard his Suzuki.



East German Maico rider Adolph Weil broke a wheel and found out he was on the DNF list.

Bultaco bandit Marcel Wiertz showed 'em all the way in the 125 senior class.

Montesa Takes Eight National Championships

BARCELONA, Spain – Here is a round-up of the championships won by Montesa around the world in 1968:

Pedro Pi, eight-time national champion of Spain won this year's trial championship on the new Cota 247 five-speed, two-stroke 250cc bike. He is the first ever to win the top-spot in roadracing, then moto-cross, and now trials.

Christian Rayer won the trials championship of France for the fifth time in succession. This time he rode a Montesa Cota 247. "It is much easier with this new bike," Rayer said.

The 250cc International class in Switzerland has been won by Joesef Leotscher on a Montesa Cappra G.P.

Jacky Porte is again the national French champion, this time in the 500cc Inter-experts. He rode a works Montesa Cappra 360cc.

Walter Ploner is the Champion of Italy (moto-cross) on a Cappra G.P.

The West German champ in Junior 250cc Moto-cross is young Hans-Joachim Kornfeld on a Cappra G.P.

In Scotland, Jim Aird, rising star of British Moto-cross, has won the 250cc championship. He rode a Cappra.

Also on a Cappra was Georges Houssonloge who won the Belgium Junior 250cc championship in great form.

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DEC. 12
See page 17

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Norwalk Rockets Gobbler Gathering

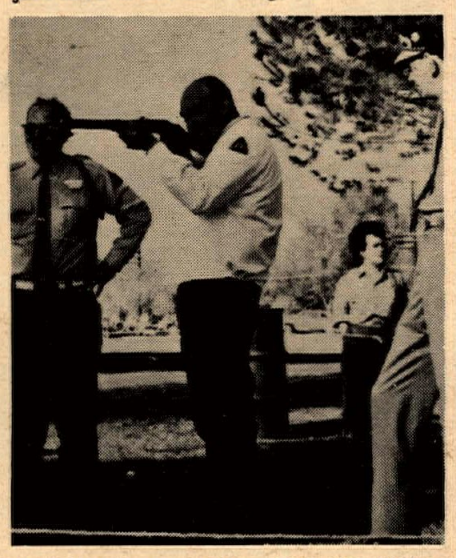
By Rob Robbins

NEWHALL, Cal., Nov. 17 – Hoxie Park in Norwalk served as sign-in location for the SCMA-sanctioned Norwalk Rockets Turkey Shoot. 181 riders had their choice of two separate routes from Norwalk to Newhall and William S. Hart Park for the finish.

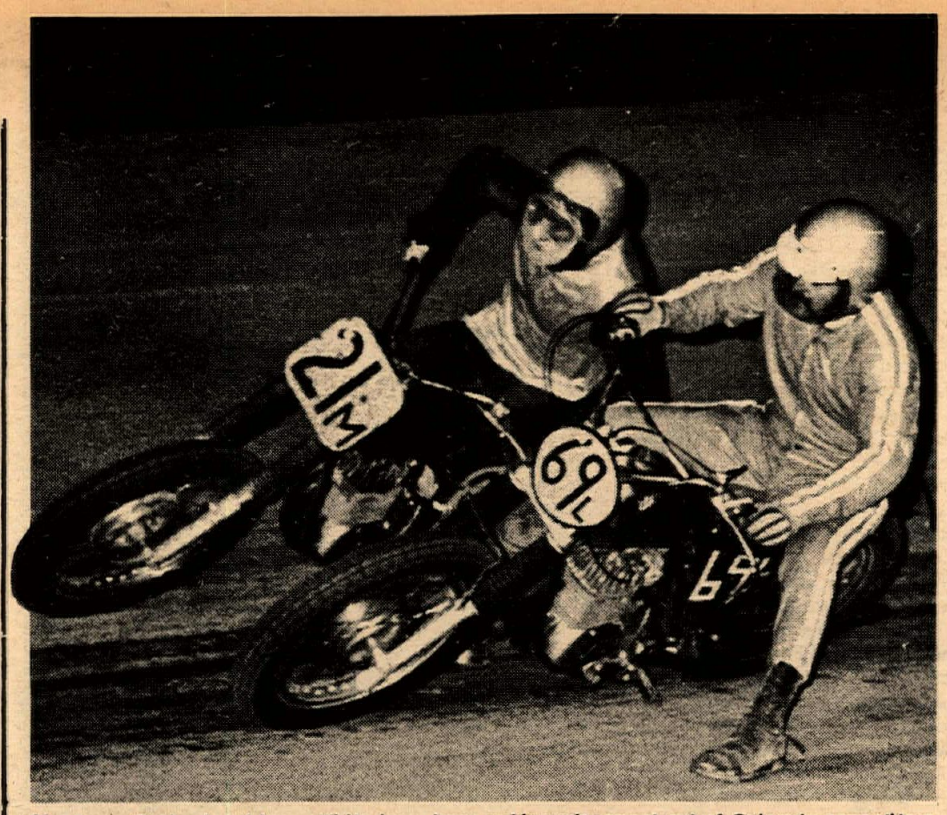
A no-freeway route was provided for small bikes or anyone who wished to take their time. Both routes used the same check-point on San Fernando Rd.

Norma Hayes left the park with a car load of feathers, as one of the ten turkeys given away was still kicking. A pair of authentic 1894 B-B-Guns decided the winners of the rest of the gobblers. The Turkey Shoot turned out to be a target contest with Jim Hotsenpiller, Martin Nelson, and Dick Watkins topping the field for accuracy.

Three-year-old Angelo John stepped up to draw for the rifle replicas that were raffled off. Dave Beck and Harold Fritz won the Daisy air rifles, now they just have to set those sights.



Sharpshooter Doug Berger tries his skill at Rockets Turkey Shoot.



21m Leon Bechard and Larry White have been making mincemeat out of Colorado competitors. "The bigger they come, the harder they fall," say the Maico Maulers.

Colorado Bechard Beats Big Bikes

Near the end of June, Rink-A-Dink's, Lakewood, Colorado, got the new X4A Maico Moto-Cross machine.

Its first race was at Mt. Pischka in Cripple Creek, Colorado. This race was to be run up the mountain, climbing from 9500 feet to 11500 feet all in three miles. The Maico won first place in the 500cc class with no trouble.

Out of Denver about 50 miles, they were trying to initiate professional half-mile races on Friday nights. Leon Bechard decided he would like to try the 360cc machine. Leon is 28 years old and has been riding half-mile for four years.

Leon on his 360cc Maico, charged out in the first 500cc heat and won unchallenged. Coming into the pits he asked the referee to let him enter the open class as well. With a laugh he was signed up.

Week after week Leon won the 500cc and he was beating a 1300cc Harley, a 48-inch Triumph and a 650cc BSA to the wire. Larry "Wally" White took his X4A Maico to the half-mile and was often right on Leon's heels.

Here are the season's results:

500cc: 1. Leon Bechard, Maico; 2. Don Jenson, Triumph; 3. Lee Parker, BSA; 4. Larry White, Maico.

Open: 1. Bill Pierce, Triumph 48"; 2. Leon Bechard, Maico 360; 3. Bill Burr, BSA650; 4. Pat Lynch, H.D. 883.

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Patrick, Bowers Beat Bergquist, Roberts and Rickman

Story and Photos by Dick Wright

PEARBLOSSOM, Cal., Nov. 17 – Twenty miles northeast of this peaceful desert town was the setting for the annual Rams Run. The first rain of the season had come two days before the event so the desert floor was still damp. The perfect weather and the completely new territory was a combination that brought everyone out for a dust-free desert race.

The San Gabriel Valley M.C. team of Mike Patrick, #7, and Phil Bowers, #139x, again ran first and second. Patrick was the big gun in the open expert class, taking first overall on his Norton. Yamaha-mounted Bowers was the 250cc winner.

The starting area was rough, separating the experienced riders from the new riders. The country was very bushy, so you couldn't get a straight shot at the smoke bomb. And there were a few three-feet-deep rain ruts with straight-up sides that were hard to jump across. A big crowd waited on the starting line near the main trail, bar to bar.

A roar went up at the drop of the banner and the 300 combined open and 250cc riders took off through the bushes toward the smoke bomb. At the smoke two miles out, J.N. Roberts, #2 on the Tracy's-tuned Husky, had the lead over Tom Maxwell, #54 on a Norton. Ray Alexander, #144x, Mike Patrick, and Larry Bergquist, #888x on the red Bultaco tuned by Fergus & Griffin, were next.

The course ran counter-clockwise mainly open trails in-and-out of sandwashes, a couple of fire roads and a beautiful third-gear sandwash that was five miles long and still plenty damp and fresh.

At the gas check after the first forty-mile loop, Roberts still had the lead. He was followed by Bergquist, Don Rickman, #DJ, on a BSA Rickman, Patrick, and Bowers, who had moved up to fifth.

The second loop was also forty miles around, but faster. Roberts held the lead and dropped into a long, straight fire road to turn it on. But he must have buzzed it too much because the engine gave up and he had to drop out.

Patrick had made a very fast pit stop and got Rickman in the pits. He was able to make time on Bergquist and pass him right after the pits, taking over the lead with Roberts sitting beside the road.

Rickman Fun

Bowers also got a speedy pit stop from the same San Gabriel Valley M.C. group, dropping into second place behind Patrick. They continued on to the finish line in that order, with Bergquist placing third, Don Rickman fourth, and George Walker, #225M, in fifth on a 360 Husky. Howard Ulsey, #737, was the first Amateur in, running sixth overall on a 360 C.Z.

The Rickman brothers of England both looked good and said they enjoyed desert racing. Derek, #DE, took eighth overall after being mistaken about when the start was to be and coming out dead last. Don reportedly lost five minutes trying to figure out the gas check routine.

Closely following was Dave Lewis, #45, on a 360 Greeves tuned by Burbank Triumph. Amateur Ray Alexander, #144, had a good day on his Bultaco, taking tenth spot and first 250 Amateur. The top Novice was Don MacDonald, #184M, on a Triumph, running 25th overall.

When the banner dropped for the trail bikes, 219 100cc riders took off, starting a real battle for the lead position on the main trail. At the smoke bomb, Wes Anderson Jr., #4, had the advantage on his S.S. Hodaka, followed closely by Terry Clark, #395, and Jeff Wright, #76, on a Crowell-tuned Hodaka. Jack Morgan was running a close fourth.

The battle continued over the choppy, sandy course, where Anderson had the misfortune of falling off, giving Clark a chance to take the lead. Then Anderson got going again and took it right back. Morgan made his move, passing Wright and Clark. He was finally able to overtake Anderson and the lead on the last two miles of the course. Anderson was second; Bultaco-mounted Gary Griffin, #112, third after moving through the pack. Eric Jensen fought his way up to fourth.

Clark was fifth, Jim Sumners, #578, took sixth spot, and Wright was next, taking second Amateur. The top Novice was D. Emlir, #347M on a Suzuki, a young rider who looked good.

(Results on page 16)

All the sun and elbow-room you'd want, and the dust kept down by a rain two days earlier.

Courtesy of Victor Valley Press

Trail bike class winner, Jack Morgan, jumps off one of the many rain rut banks.

Here's the man on Norton who took it all, Mike Patrick.

Howard Utsey on C-Z takes sixth, followed by James Martino on Husky, INSERT: Phil Bowers, 250cc winner, second overall, powers around turn.

DEC. 12
See page 17

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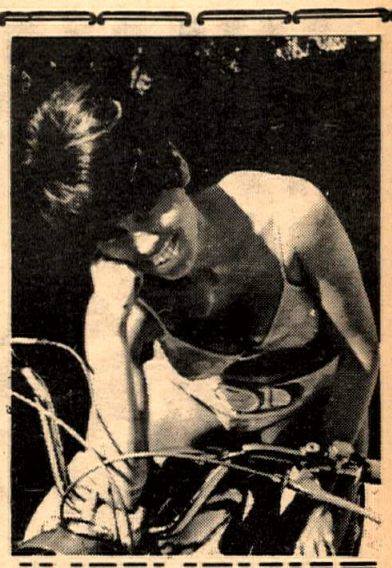

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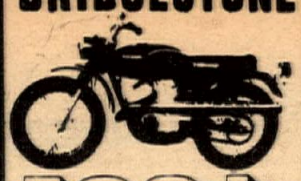
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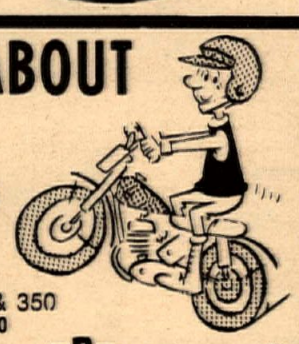
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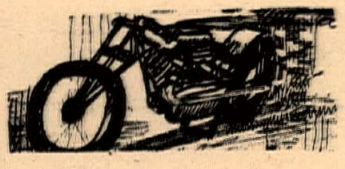

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Two TTs atOnce, Rice and Jones in Big Bore Tie

Starting the 100cc Expert clash, Gary Scott's Hodaka stands up on right next door to Fred Edwards.

Story and Photos by Maureen Lee

PERRIS, Cal., Nov. 24 – The Perris Valley M.C. tried another type of mass start today – two races going on at the same time. Everybody used the long course, races were either three or four laps and we all got (or most of us did) three chances.

Sound impossible? It worked and worked well. Riders lined up and as each wave took off, safely rounded the first turn and started up the hill, the next group was flagged off behind them.

The spookiest was the 250 Novice when there were three groups of riders in different sections of the track at one time. In the big bores, such as the 500 and Open classes, the Amateurs took off first and the Experts after them. Groups of checkers took care of the scoring for just their own little wave of riders.

There was one time when it didn't work. A group of 100cc novices that had taken off ahead of the Powder Puff class was lined up waiting to cross the track into the pits after their race. One young man refused to wait and pulled out right across the track as Marsha McIntosh came around the rock turn. Splat!

Luckily, she only got bumps and bruises but the crash totally destroyed the front end of her beautiful little Yamaha– and he really got his lumps. It's a good thing it wasn't a 40-incher that nailed him.

The last race was run on whole course, lights being turned on in the last laps.

Without using this system and with the early darkness, Perris Valley wouldn't have stood a chance of getting everybody in. Did it mess up the scoring? Nope. The results were ready by 8:30 that night!

The Racing Bit

Some of the starts were wild as the guys got too much traction and slewed sideways...the Open Novices had two restarts as they just couldn't get around that first turn with everyone still aboard their bikes...the Powder Puffs put on a good show with track rivals Eulene Long and Sandra Termin of the Desert Daisys fighting it out for the win...Sandy grabbed off the lead in all three motos but Eulene would wait until the last lap on the rock turn when Sandy would go wide and just pull under her, until the last moto when Sandy got wise....the 200 Novice saw Andy Skeel on a Triumph and Loyal Penn on a Bul dragging out of the rock turn with the little cub holding the edge to the checkered, whee...Dannie Hockie again demoralizing the 175 class on his Ossa...a lead of half a lap was not uncommon...the crash in the Expert 100 when one chap dropped it right in front of third place man Richard Sweaney (Kawasaki) and Sweaney managed to miss him but went completely over the bike, got his feet off the pegs and into an "impossible" situation but straightened out and hung onto that third ...best race of the day has to be the last moto of the 500 Expert when John Rice (Honda) Gary Jones (BSA) and Jim Connolly (Greeves) got into one of the best battles we've seen...don't you know, Jim, that "everybody" says Greeves aren't fast enough?...the Open Experts with that number one plate still in contention...Jim Goldsmith out again on that beautifully-prepared Royal Enfield from Shell Motors going faster all the time until something went plunk in the clutch during the third moto...and the hassle that started early on over reed valves and five-porting that was settled only for a day...the old rule book where such practices look illegal (5-porting definitely is) is supposedly still in force until we get the new ones, but there'll be a definite ruling soon...starting in January Class "C" traction only will be allowed at Perris, a great idea.

(Results on page 16)

This was a candidate for a five minute interview. But when we checked out his number plate and crying towel his only comment was "woof."

Amateur Gene Lee (Greeves) is about to be lapped by Experts John Rice and Gary Jones who tied for first in the 500 Expert class, sharing the track with the Amateurs.

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Get an Action Photo of yourself at Hopetown. Big 8x10 glossy prints are available for the following riders by sending $2.00 per photo plus 25¢ for mailing to Hopetown Photos, 12113 Harvest Ave., Norwalk, Calif., 90650. Underlined number indicates more than one shot available. 100 Nov., 1,2,3,5,7,8,9,11,13,16,18, 20, 21, 23, 24, 26, 29, 30, 32, 33, 35, 36, 42, 44, 52, 55, 60, 61, 62, 65, 66. 100 Am. Ex., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 35, 36, 37, 39, 40, 41, 42, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 55, 58, 59, 60, 62, 65, 66. Powder Puff: 1,2, 3, 4, 6, 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 23, 24, 27, 28, 31, 32, 34. 200 All: 1, 3, 4, 5, 6, 10, 11, 12, 13, 14, 15, 16, 19, 21, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 36, 37, 40, 41, 44, 45, 46, 48, 50, 51, 53, 55, 58, 60, 61, 64. 250 Nov., 2, 3, 4, 6, 7, 8, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 23, 25, 31, 32, 34, 35, 38, 40, 43, 44, 45, 52, 53, 55, 56, 58, 62, 63, 64, 66, 67, 69, 71, 74, 76, 80, 81, 82, 85, 87, 88, 89, 90, 91, 94, 95, 97, 98, 100, 101, 102, 104, 105, 109. 250 Am., 2, 3, 4, 5, 6, 7, 8, 10, 12, 13, 15, 16, 17, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 35, 37, 38, 42, 43, 44, 45, 48, 49, 52, 53, 54, 56, 59, 62. 250 Ex., 3, 4, 5, 7, 10, 15, 18, 24, 26, 27, 28, 29, 33, 35, 36, 37, 42, 48, 49, 50, 51, 54, 57, 59, 60, 64. Sidehacks: 2, 5, 6, 8, 9, 11, 12, 14, 19, 41X, 71. 350 All: 2, 3, 4, 5, 7, 8, 9, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 37, 38, 42, 44, 45, 47, 48, 49, 50, 54, 57. 500 Nov., 1, 2, 3, 4, 6, 7, 9, 10, 11, 12, 15, 16, 17, 19, 20, 22, 24, 26, 27, 28, 29, 31, 33, 34, 36, 37, 38, 39, 40, 41, 42, 47, 48, 49, 52, 53, 54, 55, 56, 58, 93. 500 Am., 1, 4, 5, 6, 10, 12, 13, 14, 15, 18, 19, 23, 25, 27, 28, 32, 34, 42, 44, 45, 46, 48, 49, 55. 500 Ex., 1, 2, 3, 4, 5, 6, 9, 11, 12, 13, 14, 17, 18, 22, 23, 24, 25, 28, 31, 34, 36, 37, 38, 40, 42, 43, 44, 46, 48, 50, 51, 52, 53, 55, 57. Open Nov., 2, 3, 4, 5, 6, 7, 11, 12, 15, 17, 19, 20, 24, 26,, 27, 29, 31, 32, 33, 34, 35, 36, 37, 39, 42, 43, 44, 46, 47, 51, 52, 53. Op.Am/Ex. 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 28, 29, 30, 31, 32, 35, 36, 37, 42, 44, 45, 47, 48, 51, 53, 54, 55, 56.

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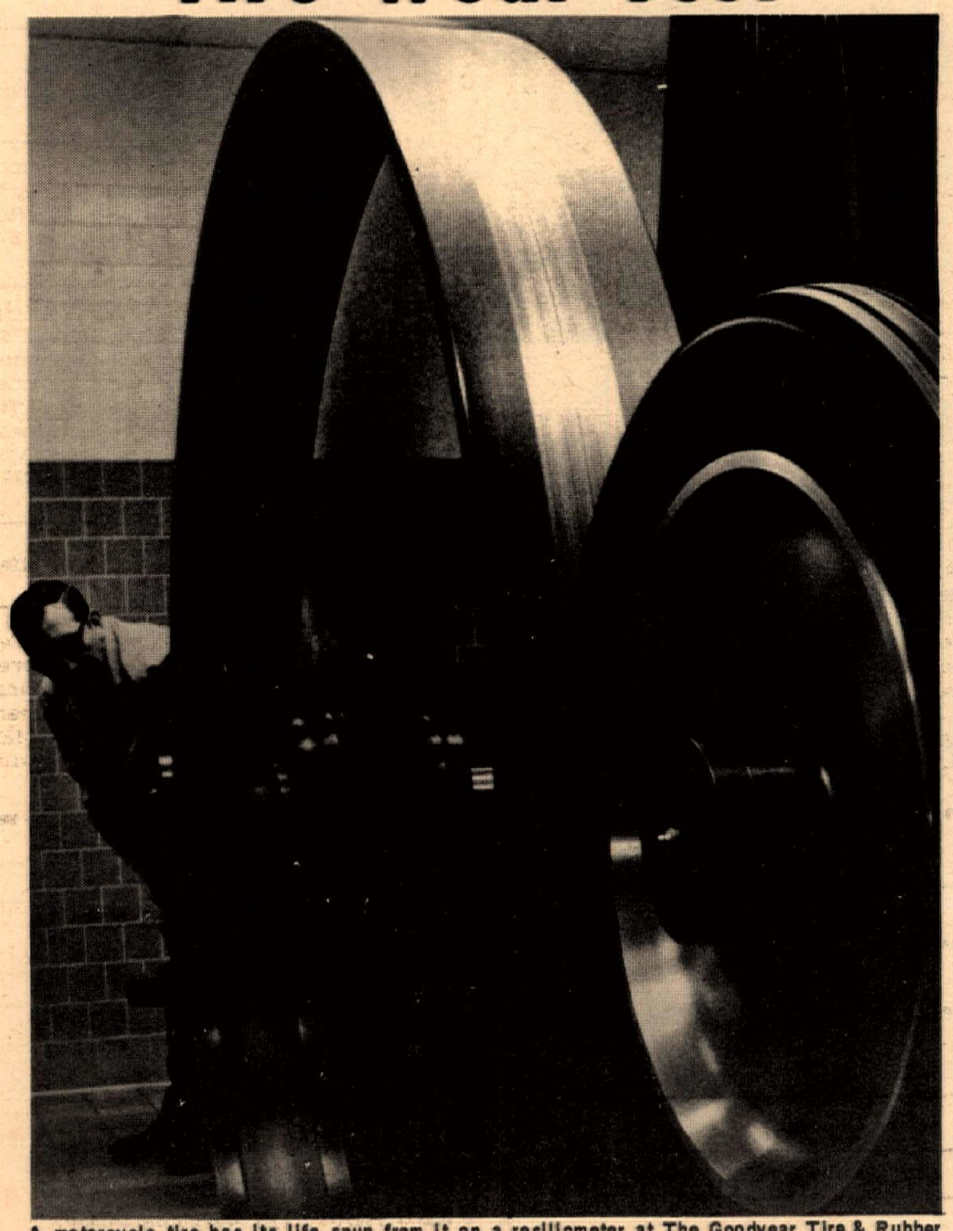

A motorcycle tire has its life spun from it on a resiliometer at The Goodyear Tire & Rubber Company plant in New Bedford, Mass. The cycle testing device is used to produce tire-wear conditions. The spinning flywheel can have cleats mounted on it to simulate rough surfaces, and the pressure of the tire against the wheel can be altered to produce the varied loads to which the tire may be subjected.

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DeVries Takes Fast Polka Dot Scrambles

Two hundred and sixty-five riders roar off on the three-hour run that wiped out almost half. BELOW: You can bet that left thigh hurts. No rain came to soften the falls.

Story and Photos by Dale McKinnon

WILSEVILLE, Cal., – This was the first race I've been to that started and ended on time. When they said 11 o'clock they meant it, and the same with a 2 o'clock deadline.

The idea was to go as many laps you could between eleven and two. Of the 265 riders who started, only 142 finished, so it wasn't a snap. Only three riders made six laps, one of them the overall winner Marty DeVries on a Husky. They say Marty never finishes a race without having to fix his gas tank, and today wasn't any different.

The first mishap was in the lightweight event about 200 yds. from the start. Gene of Gene's Automotive in Rocklin got hit in the back by another bike, messing up a few discs or vertebrae. He spent several days in hospital.

The Polka Dots laid out the course in expectation of rain and since there wasn't any, it was exceptionally fast, the way European courses are. One hill in particular was what the good riders liked, not impossible to get up but you had to know what you were doing to make it. It was like poetry in motion to see some of the riders take it, standing on their pegs and swaying from side to side.

Miles Anderson took off like a crazy man in the open event but we never saw him again. That's one thing about Hare Scrambles, most of the time you miss the good action and everyone gets too strung out.

One of the funniest things I saw was one rider coming up the hill and dropping it. He picked up the bike but then threw it down again and ran over to a tree where he floppped down and put his leg up in the air against it yelling: "Charley Horse!"

About ten minutes later he got up but fell down again and crawled back to his tree to prop his leg up. I thought everyone around there was gonna die laughing. Finally he tried getting up again and this time got on his bike and rode away, not to be seen for the rest of the day.

Ray Beauchamp, a professional back in the 50's, showed up and took eighth in the 250 event, and he hasn't traced since 1958. He battled Ray Huff and Don Stover several laps before taking hind seat to them.

Huskies and Pentons Win

The Dirt Diggers North took home their share of the brass – Carl Cranke, Roger Smart and Rick Whiteacre finishing in that order in the lightweight event, all three Diggers. Gene's Automotive probably had the most bikes sponsored. He sells Husky, Suzies and Pentons.

Pentons took one-two in the lightweights. Huskys won the rest, except for the 250 B class, won by a Bul ridden by A. Garrahan.

WMA of England, was there. He said it was a rider's track, not a spectator's. Most European events are routed so that spectators can see the whole track without having to "traipse all over the country," he said.

Next time he'll try to bring some European riders over with him as well as get some Americans to go over there, he said.

(Results on page 16)

CYCLE NEWS

25 CENTS December 19, 1968

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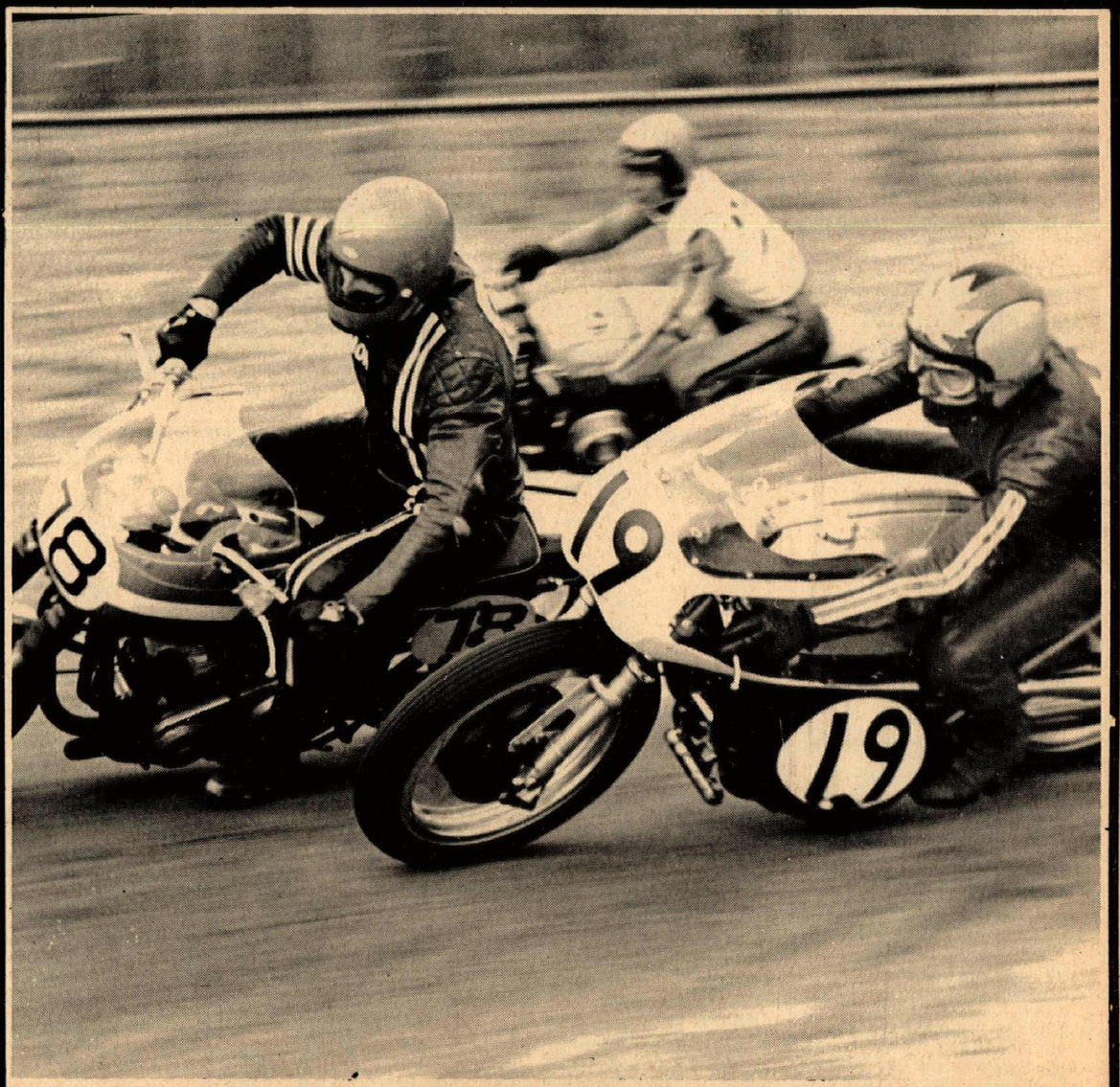

Mike Duff of Toronto, Canada, #19, takes the inside on Jack Simmons, 78, in the California International Grand Prix, Orange County Raceway Sunday, November 24. Don Harms, running far on the outside of Duff here on turn one, the sand trap turn, couldn't beat him out of fourth place in this feature 351-1000cc event. The Europeans were nowhere to be seen among the leaders. Don Vesco took the flag on a 650 B.S.A. Full coverage next week. – Photo by Dennis Greene